

EXHIBIT NO. 1

11
3-15-03

Docket Item # 12
DEVELOPMENT SPECIAL USE PERMIT #2002-0025
CAMERON STATION (Phase VII)

City Council Meeting
March 15, 2003

ISSUE: Consideration of a request for a development special use permit extension for construction of a senior housing and assisted living high-rise facility.

APPLICANT: Cameron Associates, LLC
by Duncan W. Blair, attorney

LOCATION: 400 Cameron Station Boulevard

ZONE: CDD-9/Coordinated Development District

PLANNING COMMISSION ACTION, MARCH 4, 2003: On a motion by Mr. Robinson, seconded by Mr. Komoroske, the Planning Commission voted to **recommend approval** of the request, subject to the all applicable Codes and ordinances and staff conditions with amendment to condition #1-c. The motion carried on a vote of 4-3, with Ms. Fossum, Mr. Leibach and Mr. Gaines voting against the motion.

Reason: The Planning Commission agreed with the staff analysis and a majority believed that there were adequate limitations in the staff conditions to safeguard the community from construction of a building without a known operator. Ms. Fossum and Mr. Leibach expressed concern over the length of time for the extension, favoring a shorter approval period.

Speakers:

Duncan Blair, attorney representing the applicant, spoke in favor of the request.

David Panzer, spoke in opposition, citing concerns over building height and incompatibility with the neighborhood.

Joe Bennett, president of the Cameron Station Civic Association, requested that the Planning Commission deny the request, or at a minimum, include the new staff conditions, citing concerns over traffic, parking, building height/mass, and potential for a change in use.

Roland Gonzalez, spoke in opposition, citing concerns over the lack of a known operator and parking.

Ken Mahigian, spoke in opposition, citing concerns over the potential for the building use to change over time, the impacts on Tucker School, blocking of sunlight, and the building height/mass being incompatible with the neighborhood.

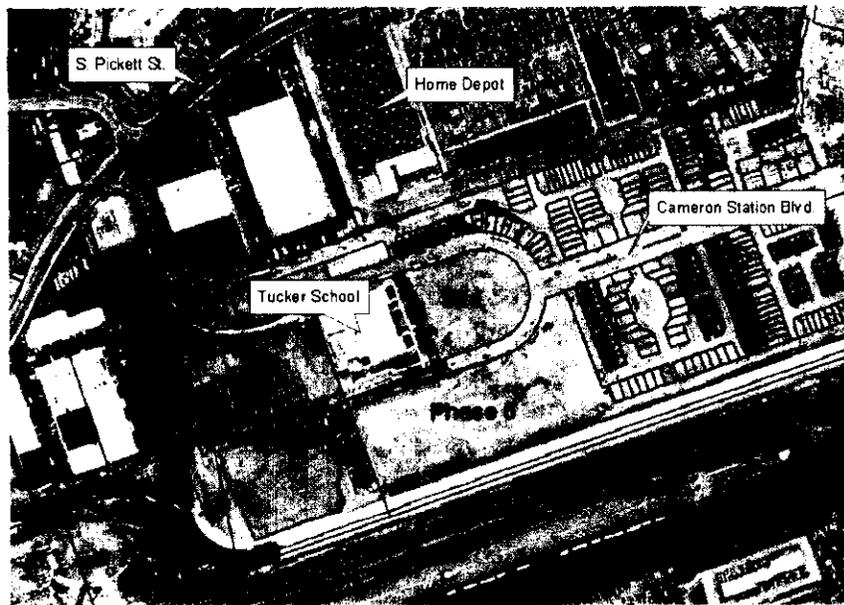
Mark Schwartz, vice-president of the Cameron Station Civic Association, requested that the Planning Commission deny the request, or at a minimum, include staff's new condition language, citing concerns with traffic congestion, possible changes in ownership and further suggested a shorter approval period and consideration of this land as park space.

Brian Perseco, spoke in opposition, citing concerns with the building height/mass, incompatibility with the neighborhood character, traffic issues and conflicts with Tucker School.

SUMMARY:

The primary concern of staff regarding the proposed development special use permit extension is that the applicant is requesting approval of a 370,000 sq. ft., 261 unit, 120 ft. tall building without identifying the operator that will develop the site and occupy the building. The applicant has indicated that it is actively marketing the building for “senior housing,” similar to Brookdale. However, senior housing operators provide a wide range of services that vary dramatically depending on the age of the residents. Senior housing is defined by a minimum age of 55 and applies to only one resident of a particular unit. The residents of senior housing typically range in age from 55 to 85 years old, depending on the facilities that are provided. Residents older than 75 years typically require the additional services provided by assisted living facilities or nursing homes. Without a known operator, the City has no known entity or operational model on which to base an evaluation of potential development impacts. Staff concerns regarding a clearly identified senior housing operator are discussed in more detail below.

The development special use permit (DSUP #2000-0030) was approved on March 6, 2001, for the construction of a 209-unit senior and a 52-unit assisted living facility on this 2.44 acre parcel, which is Phase VII within Cameron Station. Approved at the maximum height allowed within the CDD-9 zoning for Cameron Station, the 120 foot, 11-story building was approved for 261 total units with an on-site parking ratio of 0.5 spaces/unit plus 15% visitor parking (152 total parking spaces). The site is a visually prominent site at the western portion of Cameron Station Boulevard and occupies a “horseshoe” shaped parcel at the intersection of Cameron Station and Ferdinand Day Drive.



The Samuel Tucker Elementary School is on the western portion of the site and townhomes, and stacked townhouse units are located on the northern portion of the site. The southern portion of the site (Phase VI) currently is vacant and is the site of the former Archstone proposal. Cameron Station

Associates, City staff and Cameron Station residents have met in recent months to discuss potential redevelopment options for Phase VI.

As with all DSUP approvals, the Zoning Ordinance requires substantial construction to begin within 18 months of the date of City Council approval. The applicant filed the final site plan 17 months into the 18-month approval period, which did not allow the necessary time to review the final site plan, issue a building permit or allow construction activity to occur. The applicant was informed that subsequent reviews of the final site plan would not occur until Council has taken action on the requested DSUP extension.

I. *Lack of a Clearly Identified Type of Senior Housing:*

The applicant for the original development site plan was Brookdale Communities, which is no longer the contract purchaser for the site and subsequently has withdrawn its proposal to construct the proposed senior housing facility on the site. The current property owner and developer of Cameron Station, Cameron Associates LLC, is the current applicant requesting extension of the previously approved development special use permit. Cameron Associates does not have experience operating senior housing facilities. Rather, it is the intent of the applicant to obtain the necessary site plan extensions and approvals to enable final site plan approval, which is necessary for financing this multimillion dollar project.

Without a known senior housing operator, it is difficult to evaluate the potential impacts, especially those related to the required parking for a facility, where the resident age and services are unknown. During the review of the original application in 2000, there was an extensive amount of information submitted to the City regarding the operations of Brookdale facilities throughout the country. Brookdale also submitted a parking study of Brookdale facilities and other comparable facilities within the Washington metropolitan region. As a known and established nationwide operator of senior living facilities, there was considerable amount of data for the City to evaluate the proposed senior housing facility at Cameron Station and its anticipated impacts on the community. Perhaps most important were the average age of Brookdale residents (75-80 years), low percentage of resident car-ownership (25%) and the expected number of employees. Within the context of the Cameron Station, the provision of on-site parking emerged as an area of concern for Council, Planning Commission, City staff and the community. With the parking studies and based on years of operational date at other Brookdale communities, staff supported the 0.5 parking spaces/unit proposed by Brookdale.

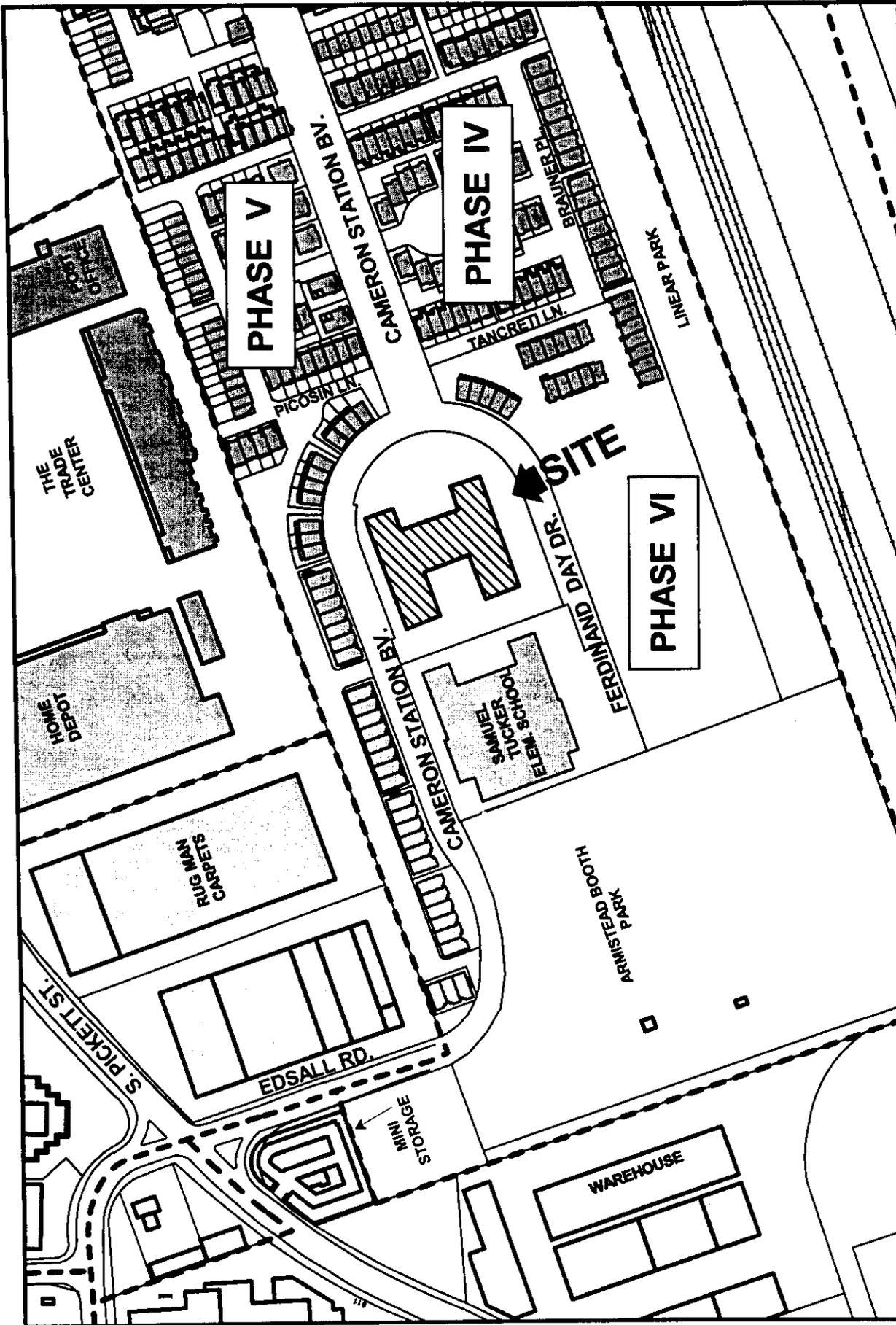
However, without a known operator, such as Brookdale, staff is unable to evaluate the proposed operational impacts for the proposed development. For example, neighboring Fairfax County has experienced a recent increase in 55+ senior housing, either through new applications or requested modifications to existing facilities, allowing for a younger minimum age requirement for residents. Clearly, such a change in circumstances for this site would have an impact on vehicle use among residents as the likelihood of car ownership would increase with a younger resident population than initially proposed.

Variables in senior housing are evidenced when making comparisons within established senior facilities in the City as well. The Goodwin House, a long-established senior community in the City's West End provides a mixture of independent, assisted living and nursing care units. While the minimum age requirement for residents is 65, the stated average age among all residents is 82. The parking ratio provided at Goodwin House is roughly 0.75, with 3.33 employees for each unit. By contrast, the Sunrise senior community on Duke Street near Quaker Lane, comprised solely of assisted living units and citing an average resident age of 85, provides a parking ratio of 0.40, with 1.32 employees for each unit. The trend within the City and with other data submitted suggests that the greater parking demand is for the younger portion of the seniors (55-65) and, with increasing ages and more services, less parking spaces typically are required. This suggests to staff that it is nearly impossible to guarantee that 0.50 parking ratio proposed by the current plan will provide an adequate amount of parking for any prospective senior housing tenant.

Therefore, staff is recommending that the development special use permit extension be contingent on a condition that will require the future operator to submit a development special use permit extension and traffic/parking study for review and approval by the Planning Commission and City Council. Once the operator is identified, staff is recommending that the applicant be required to submit a site plan extension for review and approval by City Council to ensure that the proposed operator meets the same criteria as the previous Brookdale proposal, including:

- a. The operation will be for residents generally the age of 70 or older, with an average age of about 80;
- b. Compliance with the approved transportation management plan;
- c. A maximum ratio of approximately 1 employee/resident shall be maintained unless otherwise governed by state and/or federal requirements; and
- d. No more than 20% of the units shall be dedicated to assisted living units.

This process is similar to mechanisms already in place where the Planning Commission and City Council consider a change in operators for restaurants through the public hearing process, recognizing that different operators have different impacts on the site and the larger community. Of course, the impacts are much greater with an 11-story structure with nearly 370,000 sq. ft. of building area, so staff believes the use of such a condition is not only necessary, but also reasonable. This approach would allow the owner, at his own risk, to continue to seek processing and approval of the final site plan as a way to actively market the development plan and arrange for financing. The protection to the community with this approach would be an assurance that no construction could begin until either an operator similar to Brookdale was identified by the Planning Commission and confirmed by the City Council as being capable of developing and operating the facility as originally approved or considering any necessary modifications through a public review process.



03/04/03

DSUP #2002-0025



STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. **(CONDITION AMENDED BY THE PLANNING COMMISSION:)** The approval shall be limited to a senior housing facility. Once a senior housing tenant/operator is identified; the proposed tenant/operator, traffic/parking study and operational plan shall require review and approval by City Council through an amended development special use permit application. The approval shall include a traffic and parking study based upon the proposed tenant/operator. No building permit for the property shall be issued until an operator has been identified by the owner and the City Council has made a determination that the selected operator is able to adequately operate senior housing facility under the current conditions approved for Brookdale Communities. Part of the amended development special use permit shall be based upon the following, in addition to other factors deemed necessary by the Planning Commission and/or City Council:
 - a. The operation will be for residents generally the age of 70 or older, with an average age of about 80.
 - b. Continued compliance with the approved transportation management plan.
 - c. A maximum ratio of approximately ~~1 ten~~ employees for every ~~one ten~~ residents shall be maintained unless otherwise governed by state and/or federal requirements.
 - d. No more than 20% of the units shall be dedicated to assisted living units.
 - e. No nursing home services will be provided
 - f. The site plan shall comply with the site plan dated May 2000 as prepared by Bowman Consulting.

If, as part of the amended special use permit evaluation, City Council finds that the proposed plans or operator is not in compliance with these criteria, the application shall be treated as a new development special use permit and transportation management plan application. (P&Z) (PC)

2. The residents and/or employees of the facility shall be prohibited from parking on the adjoining public or private streets. (P&Z) (PC)
3. **(NEW CONDITION)** The applicant shall sign a disclosure statement prepared by the City Attorney acknowledging that the applicant may prepare and submit additional information for review including the release of the final site plan at the applicants own risk and that the approval does not create vested rights for the applicant. The disclosure statement shall also clearly indicate and the applicant shall acknowledge that a building permit shall not be issued until an operator is approved by City Council through an amended development special use permit extension or new application if applicable. (P&Z) (PC)

4. **(NEW CONDITION)** The approval shall be valid for eighteen (18) months from the date of approval or until a senior housing operator is identified whichever is less. (P&Z) (PC)
5. Plan must demonstrate to the satisfaction of director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
6. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
7. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
8. Show turning movements of standard vehicles in the parking structure. Movements shall be to the satisfaction of the Director of T&ES. (T&ES)
9. Due to the historic uses at the site and the potential for contamination, The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. The Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

9. Due to the close proximity of the site to the railroad tracks the following conditions be included in the SUP:
 - a. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD)
 - b. Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to railroad, including:
 - c. Special construction methods to reduce noise transmission, including:
 - i. Triple-pane glazing for windows
 - ii. Additional wall and roofing insulation.
 - iii. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
 - iv. Others as identified by the applicant.
 - v. Installation of a berm or sound wall.
 - vi. If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Community Development and T&ES. (T&ES)
10. The stormwater collection system is part of the Cameron Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
11. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
12. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require re-submission of all plans that do not meet this standard. (T&ES)
13. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
14. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)

Conditions of approval for DSUP # 2000-0030 to be carried forward in addition to the above:

15. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the lower level parking garage by residents and employees and minimizes the use of on-street parking to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. The parking management plan shall be approved prior to the release of the final site plan. The applicant shall provide attendant and/or tandem parking within the lower level parking garage if deemed necessary by the Director of T&ES or P&Z to minimize any adverse impacts upon adjoining streets due to the parking demands of the facility. (P&Z) (DSUP# 2000-0030)
16. Any controlled access to the parking garage shall not impede the use of the parking garage by residents, employees or visitors to the satisfaction of the Director of P&Z. Parking spaces shall not be assigned within the garage for employees or individual units. Employee parking shall occur within the lower level parking garage to the greatest extent possible. (P&Z) (DSUP# 2000-0030)
17. No fewer than 152 parking spaces shall be provided. A minimum 102 parking spaces shall be provided within the lower level parking garage. Install "Visitor Parking Only" signs for the visitor parking spaces adjacent to the plaza. (P&Z) (DSUP# 2000-0030)
18. The width of the one-way drive aisle shall be 20 feet; the surface for the entire front drive aisle and visitor parking adjacent to the plaza shall be decorative brick to the satisfaction of the Director of P&Z. (P&Z)(DSUP# 2000-0030)
19. A public ingress/egress easement shall be granted for public vehicular and pedestrian access for Harold Secord Street and the front plaza. All easements and reservations shall be approved by the City Attorney prior to the release of the final site plan. (P&Z) (DSUP# 2000-0030)
20. The door for the loading facility shall remain closed except when in use. The color of the door shall match the adjacent wall material and be integrated into the surrounding facade to minimize its presence. (P&Z) (DSUP# 2000-0030)
21. The height of the wall for the ingress and egress for the parking garage shall be designed with materials similar to the building such as brick. A large portion of the wall shall be open with high quality fencing/railing. The wall and fence/railing shall be an overall average maximum height of 3.5 ft. above average-finished grade. (P&Z) (DSUP# 2000-0030)

22. Subject to approval from applicable utility companies the transformer and utilities located on the southern portion of the building shall be relocated to the western portion of the site as generally depicted within Attachment No.1. The area previously occupied by the transformer , generator etc. shall be converted to open space, with landscaping and street trees In the event the applicable utility companies do not permit relocation of the utilities to the western portion of the site, all utilities shall be located within underground vaults in the locations depicted on the preliminary plan. If the applicable utility companies do not permit either option as described above, the applicant shall provide written verification of such denials and located to the satisfaction of the Director of P&Z. (P&Z) (DSUP# 2000-0030)
23. The courtyard on the western portion of the property shall be approximately two feet above grade of the adjoining sidewalk on Harold Secord Street. Fencing or walls adjacent to the courtyard shall not exceed a maximum height of 3.5 ft. A large portion of any wall adjacent to the western courtyard shall be open with high quality fencing/railing. (P&Z) (DSUP# 2000-0030)
24. A detail of all fences, walls and railings shall be provided with the final site plan. (P&Z) (DSUP# 2000-0030)
25. The height of the plaza shall be a maximum 1-3 feet above the height of the adjoining sidewalks on Ferdinand Day Drive and Cameron Station Boulevard and the eastern portion of the plaza shall be constructed to appear as an open plaza to the satisfaction of the Director of P&Z. (P&Z) (DSUP# 2000-0030)
26. The grading on the northern and southern portion of the site shall be a maximum twenty-five percent (25%) slope. (P&Z) (DSUP# 2000-0030)
27. The parking garage vents shall be located and be of a size and type to minimize the impact on open space and visibility from adjoining streets to the satisfaction of the Director of P&Z. (P&Z)(DSUP# 2000-0030)
28. Provide a minimum 8 ft. wide brick sidewalk adjacent to Cameron Station Boulevard and Ferdinand Day Drive. excluding encroachments such as bay windows, stoops, etc. Light poles shall not be located on the sidewalk whenever alternative locations exist. Provide a minimum 5 ft. wide brick sidewalk adjacent to Harold Secord Street. Align and connect proposed sidewalks along Ferdinand Drive and Cameron Station Boulevard with existing sidewalks at West End Elementary School. All sidewalks on the exterior and interior of the site shall be brick and shall meet City standards. (P&Z) (T&ES)(DSUP# 2000-0030)
29. Freestanding signs other than traffic/directional signs and one site entrance sign not to exceed sixteen square feet in area shall be prohibited. Signage shall be limited to the minimum necessary to identify the building and shall be limited to one side of the building to the satisfaction of the Director of P&Z. (P&Z) (PC)(DSUP# 2000-0030)

30. The final design of the building shall, at a minimum be generally equivalent in materials, quality and detail to the illustrative rendering and elevation drawings submitted with the preliminary plan including:
 - a. Precast concrete on all lower levels, with masonry on all remaining portions of each facade.
 - b. Variations in brick color.
 - c. Vinyl clad windows with precast concrete lintels.
 - d. Decorative metal railings.
 - e. Decorative brick coursing.
 - f. Fiber cement shingle roof.
 - g. Standing seam metal roof.
 - h. Metal balustrade. (P&Z)(DSUP# 2000-0030)
31. The entry feature surrounding the Porte Cochere shall be increased in scale to be a more appropriate proportion for the size and mass of the building, including the use of additional architectural elements. (P&Z) (DSUP# 2000-0030)
32. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in the loss of parking, open space or an increase in building height or floor area ratio. (P&Z) (DSUP# 2000-0030)
33. A temporary structure for construction or sales personnel shall be permitted and the period of such structures shall be subject to the approval of the Director of P&Z. The trailer shall be removed prior to the issuance of the certificate of occupancy permit. (P&Z) (DSUP# 2000-0030)
34. Provision of nursing home services or an increase in the number of assisted living units by more than 10 shall require a subsequent special use permit with all applicable approvals. (P&Z) (DSUP# 2000-0030)
35. Locate all underground utilities and utility structures under proposed streets or away from proposed landscaped areas to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and P&Z. (P&Z) (DSUP# 2000-0030)
36. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z) (DSUP# 2000-0030)

37. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of P&Z and T&ES. (P&Z) (DSUP# 2000-0030)
38. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the plan shall provide:
(P&Z)
- a. A sculpture or water feature within the plaza to provide a focal element that is an appropriate size for the space of the plaza.
 - b. Street trees shall be a minimum 4" caliper along Cameron Station Boulevard and Ferdinand Day Drive no more than 35 ft. on center. Street trees such as Red Maple shall be provided adjacent to Harold Secord Street that comply with the minimum spacing and size requirements of the landscape guidelines.
 - c. An automatic sprinkler system for all landscaping and open space within the project site.
 - d. Landscaping to screen the underground vault adjacent to Cameron Station Boulevard.
 - e. Additional amenities such as special paving surfaces, materials, benches, trash receptacles etc. shall be provided within the front plaza and rear courtyard to encourage their use.
 - f. A row of trees (ex. London Plane) adjacent to the front drive aisle.
 - g. Ornamental trees or planting adjacent to the entrance of the building.
 - h. A trellis or similar structure within the rear courtyard adjacent to the building or centrally located structure to provide a gathering area for residents and guests.
 - i. All materials specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1).
(P&Z) (DSUP# 2000-0030)
39. As trees mature they are to be limbed up to a minimum of 6 feet. Do not plant trees under or near light poles. (Police) (DSUP# 2000-0030)
40. Place underground utilities and utility structures under proposed streets or away from proposed landscaped areas to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and the City Arborist. (P&Z) (DSUP# 2000-0030)
41. The character, location and type of such street furnishings on the final site plan (including but not limited to: benches, lights, trash receptacles, bike racks) and signs or sign systems. Streetscape and site furnishings shall be consistent with that approved and provided in other Phases of Cameron Station. (P&Z) (DSUP# 2000-0030)

42. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened to the satisfaction of the Director of P&Z. (P&Z) (DSUP# 2000-0030)
43. The applicant shall be permitted to make minor adjustments to lot lines and/or building foot prints to accommodate the final design of buildings, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z) (DSUP# 2000-0030)
44. The applicant shall attach a copy of the released final development plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the released final development plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z) (DSUP# 2000-0030)
45. The applicant shall submit a final "as-built" plan for this phase prior to applying for certificate of occupancy permit for any of the last five dwelling units in this phase. (P&Z) (DSUP# 2000-0030)
46. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards. (T&ES) (DSUP# 2000-0030)
47. All site and building mounted light fixtures shall be shielded to direct light downward and eliminate glare. (P&Z) (DSUP# 2000-0030)
48. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES) (DSUP# 2000-0030)
49. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. Provide brick pavers or stamped asphalt pedestrian crossings across all on-site entrances on Ferdinand Day Drive and Cameron Station Boulevard. (T&ES) (DSUP# 2000-0030)
50. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES) (DSUP# 2000-0030)
51. Maximum distance between sanitary manholes shall be 300 feet. (T&ES) (DSUP# 2000-0030)

52. Prior to the release of the final site plan, provide a Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES) (DSUP# 2000-0030)
53. The developer or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Cameron Station site including previous environmental conditions and about the on-going remediation to the satisfaction of the Directors of T&ES and P&Z. (Health) (DSUP# 2000-0030)
54. Provide a menu or list of foods to be handled at the facility to the Health Department. Certified food managers shall be on duty during all hours of operation. (Health) (DSUP# 2000-0030)
55. Only gas fireplaces are permitted to reduce air pollution and odors. (Health) (DSUP# 2000-0030)
56. The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the homes and condominium building. This is to be completed prior to the commencement of construction. (Police) (DSUP# 2000-0030)
57. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding security and locking hardware of the proposed building or construction trailers. This is to be completed prior to the beginning of construction. (Police) (DSUP# 2000-0030)
58. Garage areas for the parking garage should have controlled access. Walls and ceilings of the parking garage shall be painted white. If the on-site security staff is provided when the buildings and garage are occupied emergency buttons shall be provided. If the site is not going to be staffed with security personnel when buildings and garages are occupied then emergency buttons are not recommended. (Police) (DSUP# 2000-0030)
59. The applicant shall provide a contribution of \$0.50/gross square foot of building to the City's Housing Trust Fund, with a credit given to the Developer for the net cost of relocating Carpenter's Shelter and the Food Bank (net cost = total cost - value to developer of the land freed for development). Alternatively, at least 10% of the housing constructed shall be affordable, subject to the following provisions:
 - a. the developer shall provide 10% of the total units as affordable set-aside units for households with incomes not exceeding the Virginia Housing Development Authority (VHDA) income guidelines through purchase price discounts, if necessary. Sales prices must not exceed the maximum sales prices under VHDA's Single Family

First Mortgage Program. Some of the units shall be affordable to households with incomes at or below the limit for two or fewer persons.

- b. Whatever incentives are offered to any potential home buyers will also be offered to households that meet VHDA income guidelines;
- c. Long-term affordability shall be provided either through deed restrictions or by repayment by the purchaser to the City of an amount equal to the reduction in sales prices, as determined by the City Manager;
- d. These units must be affordable to and sold to households that meet the VHDA income guidelines.

If some portion of the 10% units are provided, the applicant shall contribute a prorated share of the \$.50 per gross square foot amount to the Housing Trust Fund (with the developer given the Carpenter's Shelter and Food Bank credit). (Office of Housing) (P&Z) (DSUP# 2000-0030)

60. Provide and install conduit for future traffic and pedestrian signal at intersection of Cameron Station Boulevard and Harold Second Street, to the satisfaction of the Director of T&ES. (PC) (DSUP# 2000-0030)

Special use permits and modifications requested by the applicant and recommended by staff:

1. Special use permit for a CDD preliminary development plan to construct a senior housing and assisted living facility.

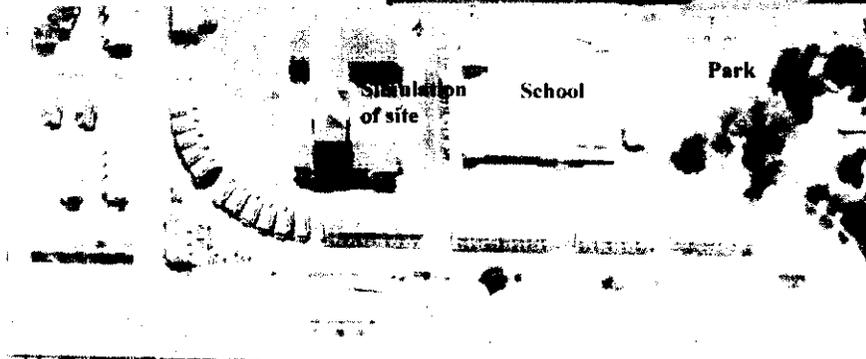
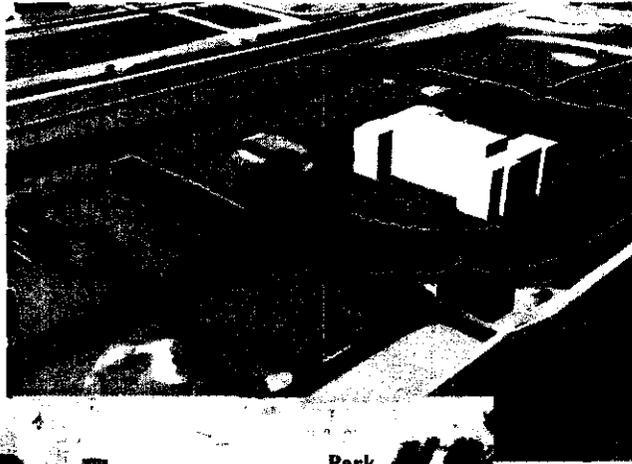
Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

BACKGROUND:

On March 6, 2001, City Council approved DSUP # 2000-0030 for the construction of a senior housing and assisted living facility on this 2.44 acre “horseshoe” shaped parcel known as Phase VII of Cameron Station. The site is adjacent to the Samuel Tucker Elementary School, which is located on the western portion of the site and townhomes, and stacked townhouse units are located on the northern portion of the site. The southern portion of the site (Phase VI) is currently vacant and is the site of the former Archstone proposal. Cameron Associates, City staff and Cameron Station residents have been meeting in recent months to discuss potential redevelopment options for Phase VI. The site is a visually prominent site on the western portion of the Cameron Station community at the intersection of Cameron Station and Ferdinand Day Drive.

Approved at the maximum height permitted within the CDD #9 zone, the central portion of the building is 120 feet (11-levels), while the northern and southern portion of the building are 86 feet (8 levels). The use consists of 261 senior housing units (80% apartments and 20% assisted living units) with an on-site parking ratio of 0.5 spaces/unit plus 15% visitor parking (152 total spaces). The applicant is not proposing nursing home units or services.

**Simulations of
Proposed Structure
in area context
(Aerial)**



PROPOSAL:

As with all development special use permit approvals, the Zoning Ordinance requires “substantial construction” to begin within 18 months from the date of City Council approval. The applicant filed the final site plan 17 months into the 18-month approval period, which did not provide the necessary time to review the final site plan, issue a building permit or allow construction activity to occur. Brookdale, the previous applicant, is no longer a contract purchaser for the site and, therefore, the current applicant (Cameron Associates LLC) is seeking an extension of the previous DSUP approval that was granted to Brookdale, with the intention of providing a senior housing operator similar to the previous applicant. Therefore, the applicant is requesting an extension of the approval with the conditions that were imposed upon Brookdale. It is the position of the applicant that the delay has been due to the complexity of the project and the difficulty obtaining the necessary financing for the proposed development.

The applicant has been informed that subsequent reviews of the final site plan would not occur until Council has taken action on the requested DSUP extension. The applicant is requesting a 24-month extension of the DSUP # 2000-0030 approval to allow for the construction of a senior housing and assisted living facility, the typical extension period is 18 months, although in the past extensions have been granted for periods longer than 18 months.

The proposed U-shaped buildings will be oriented toward Cameron Station Boulevard and will be located above a single level of subsurface structured parking. The entrance to the lower level parking garage will be via a one-way entrance drive aisle from Cameron Station Boulevard that will provide access to a one-way radial entrance to the parking structure. The exit for the parking garage also will be served by the one-way drive aisle. The majority of the parking spaces (67%) are provided within the lower level parking garage; 12 surface spaces are also proposed adjacent to the plaza; 16 parallel are on-street spaces, and 22 spaces are adjacent to Harold Secord Street. The main entrance to the building is located on the eastern portion of the building, which will also include an approximately 14,000 sq.ft. plaza. All of the proposed open space (35%) will be at ground level. The original staff report is attached for a more detailed record of the initial review and approval of the project.

Zoning

The subject property is zoned CDD#9/Coordinated Development District. Development on the site is also governed by a CDD concept plan for Cameron Station. A summary of the zoning characteristics for the proposed development is provided in the table below:

PHASE VII - CAMERON STATION		
Property Address:	400 Cameron Station Boulevard	
Total Site Area:	106,165 sq.ft.(2.44 Ac.)	
Zone:	CDD/Coordinated Development District # 9	
Current Use:	Vacant	
Proposed Use:	Multi-Family (Senior Housing and Assisted Living)	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	N/A	388,700 gross square feet 369,300 net square feet
FAR	N/A	3.47
No. of Dwellings	2,510 total - 1,604 phases I-IV - <u>65</u> (estimated school credit) 841 remaining	261 proposed
Density	27 du/acre (overall)	22.09 du/acre (overall) 107 du/acre (Phase VII)
Height	120 feet.	120 feet
Open Space	no specific requirement in ordinance, but 20%-30% proposed and required in earlier phases	35% (0.85 acres)
Parking	131 spaces (.5 sp/ unit) Plus 15% (20 spaces) visitor parking required by concept plan approval)	131 21 visitor spaces proposed
	Total 151 spaces	152 spaces

STAFF ANALYSIS:

The primary concern of staff regarding the proposed development special use permit extension is that the applicant is requesting approval of a 370,000 sq. ft., 261 unit, 120 ft. tall building without a known operator or clearly identifying the type of senior housing to be accommodated within the proposed building. The applicant has indicated that it is actively marketing the building for senior housing, similar to that provided by the previous applicant. However, the requirements and needs of senior housing varies dramatically depending upon the age demographics, range of services, employees, parking, etc. Senior housing is defined by a minimum age of 55 years old. The average age of residents of senior housing typically ranges from 55 to 85 years old. Residents older than 75 years typically require additional services provided by assisted living facilities or nursing homes. Without a known operator, the City has no known entity or operational model on which to base an evaluation of potential development impacts.

Many of the residents of Cameron Station have raised concerns regarding the proposed mass and height of the proposed building, parking and traffic. In addition, several of the residents have requested that the proposed development be considered collectively with Phase VI and also that the City should explore the possibility of a land transfer with the subject property and Armistead Boothe park, all of which are discussed in more detail below.

I. Change in Applicant:

The applicant for the original development site plan was Brookdale Communities, which has subsequently withdrawn as the contract purchaser for the site and withdrawn its proposal to construct the proposed senior housing facility on the site. The current property owner and developer of Cameron Station, Cameron Associates LLC, is the applicant requesting extension of the previously approved development special use permit. The applicant does not have experience in operating senior housing facilities. Rather, it is the intent of the applicant to obtain the necessary site plan extensions and final site plan approval to begin the marketing to obtain the necessary financing for this project.

Without a known operator, it is difficult to evaluate the potential impacts, especially those related to the required parking for a facility, where the resident age and services are unknown. During the review of the original application in 2000, there was extensive information submitted to the City regarding the operations of Brookdale facilities throughout the country and submission of a parking study of Brookdale facilities and other comparable facilities within the Washington metropolitan region. As a known and established nationwide operator of senior living facilities, there was considerable data for the City to evaluate the proposed senior housing facility at Cameron Station and its anticipated impacts on the community. Perhaps most important were the average age of Brookdale residents (75-80 years), low percentage of resident car-ownership (25%) and the expected number of employees. Within the context of the Cameron Station, the provision of on-site parking emerged as an area of concern for Council, Planning Commission, City staff and the community.

With the parking studies and based upon years of operational data for the other Brookdale communities, staff supported the .5 parking spaces/unit proposed by Brookdale.

Without a known operator, such as Brookdale, staff is unable to evaluate the operational impacts for the proposed development. It is the applicants contention that they will be able to obtain an operator exactly like Brookdale and, therefore, the proposed development special use permit extension can be approved with the conditions previously imposed for Brookdale. While this is possible, staff does not believe it is likely due to the variation in ages and services provided by the various senior housing operators. Neighboring Fairfax County has indicated that they have witnessed a recent increase in 55+ year old component of senior housing, either through new applications or modifications to existing facilities, allowing for a younger minimum age requirement for residents. Such a change in circumstances for this site would have a significant impact on vehicle use among residents as the likelihood of car ownership typically increases with a younger resident population.

Variables in senior housing are evidenced when making comparisons within established senior facilities within the City. For example, the Goodwin House, a long-established senior community in the City's West End provides a combination of independent, assisted living and nursing care units. While the minimum age requirement for residents is 65, the stated average age among all residents is 82. The parking ratio provided at Goodwin House is roughly 0.75, with 3.3 employees for each unit. By contrast, the Sunrise senior community on Duke Street near Quaker Lane, comprised solely of assisted living units and citing an average resident age of 85, provides a parking ratio of 0.40, with 1.3 employees for each unit. In comparison the subject site in this application is currently providing 0.58 sp/unit.

The trend within the City and based upon other senior housing data suggests that there is a greater parking demand for the younger (55-65) segment of the senior housing population and that with increasing ages and more services there are less parking spaces typically needed for residents. This suggests to staff that it is nearly impossible to guarantee that the 0.5 parking ratio provided by the current site plan will be adequate to accommodate many of the prospective senior housing operators. Recent changes in the national senior housing market indicate that many of the facilities recently constructed or converted for senior use do not appear to be within the age demographic for Brookdale. According to data by American Seniors Housing Association (ASHA) there has been a 26% decrease in the number of senior-housing units constructed in 2002 versus those built in 2001, and a 67% drop from the number of units built in 1999. The one senior housing market that has not seen this decrease, according to this research, is in the nursing home sector.

The previous conditions of the previous approval were based on the Brookdale operational model and there is no comparable evaluation that can occur with the current applicant. The previous conditions of approval were for an operator that is no longer identified with the project, if the proposed extension were approved as requested by the applicant this could create a situation where a "speculative" building is constructed at considerable expense and then place the property owner in a position where they are unable to market the building given its operational limitations imposed by DSUP conditions. Both the City and the community surrounding the community could be faced

with a building and parking situation that would not function under a new, unknown operational model. Therefore, staff is recommending that approval of the development special use permit extension be contingent upon the applicant submitting a subsequent development special use permit application and traffic/parking study, for review and approval by the Planning Commission and City Council to evaluate the following:

- a. *Once a senior housing operator is identified; the proposed operator, traffic/parking impacts and operational elements shall require review and approval by City Council through an amended development special use permit application. The approval shall include a traffic/parking study based upon the proposed tenant/operator.*
- b. *The revised traffic and parking study and public hearing would be provided to ensure that the proposed operator meets the same criteria as the previous Brookdale facility including the following:*
 - i. *The operation will be for residents generally the age of 70 or older, with an average age of approximately 80.*
 - ii. *Compliance with the approved transportation management plan.*
 - iii. *A maximum ratio of approximately 1 employee for every ten residents shall be maintained unless otherwise governed by state and/or federal requirements.*
 - iv. *No more than 20% of the units shall be dedicated to assisted living units.*
- c. *No building permit for the property shall be issued until an operator has been identified and the City Council has made a determination that the selected operator is able to adequately operate senior housing facility under the current conditions approved for Brookdale Communities.*
- d. *If the applicant cannot demonstrate through the public hearing process that the operator is the same as the operational program, the proposal will be treated as a major amendment to the approved development special use permit.*

This approach would allow the applicant to, at his own risk, continue to seek processing and approval of the final site plan as a way to actively market the development plan and arrange for the necessary financing. The assurance for the City and community with this approach is that the applicant will be required to demonstrate through the public hearing process that the future operator is substantially similar to the operational requirements of the previous applicant, Brookdale, and that the proposed operator is capable of developing and operating the facility as originally approved. If the applicant is not able to demonstrate through the public hearing process that the proposed use is not the same as the previous Brookdale application, then the proposed application would be considered a new development special use permit. The condition would prohibit construction activity until either an operator similar to Brookdale is identified by Council or a new development special use permit is approved by Council. This process is similar to mechanisms already in place where the Planning Commission and City Council consider a change in operators for special use permit uses such as restaurants through the public hearing process, recognizing that different

operators have different impacts on the site and the larger community. Of course, the impacts are much greater with an 11-story structure with nearly 370,000 sq. ft. of building area, so staff believes the use of such a condition is not only necessary, but also reasonable.

II. Parking

A major concern during the previous review of the development proposal for this site was the amount of parking for the proposed facility. As previously mentioned, staff was able in part to support the original application due to the available data for Brookdale facilities and the parking study submitted by the previous applicant. The Brookdale application indicated that 25% of their residents typically had vehicles and the proposed 0.5 space/ unit ratio was adequate based upon the parking study and Brookdale operational data and demographics. In addition, the applicant was proposing a shuttle service for residents. To that end, the amount of parking for this development site was approved at a 0.5 space/unit with 15% visitor parking. Without a known operator, such as Brookdale, staff is unable to evaluate the operational impacts for the proposed development. Staff believes the condition requiring submission of a parking study and review by the Planning Commission and City Council will ensure that any future operator provides the sufficient level of parking needed for the proposed facility.

III. Conversion of the Senior Housing Use:

Residents within the community have raised the concern that the proposed senior housing use would change to a different type of senior housing or possibly market rate apartments or condominiums based upon future market demands. This is certainly a reasonable concern for the proposed development considering the current parking ratio of 0.5 sp/unit provided by the proposed facility and the size of the proposed building.

This same concern of the conversion of use within a building could also be expressed for any of the larger building within the City ranging from an office building in Carlyle to a residential building in the western portion of the City. Typically buildings and their associated uses are constructed to have a life span for that particular use of 20-25 years. If for some reason in the long-term future the use would be proposed to change, this would require public hearings for the approval of a development special use permit and approval by the Planning Commission and City Council. At the future review of the special use permit implications, such as parking, traffic etc., and the necessary requirements could be imposed as part of the public hearing process. With long-term variables, such as demographics, technologies, interest rates and markets, it is nearly impossible to anticipate and plan for any future conversion of the proposed building or other buildings within the City. Rather these potential changes to the building would require approval of a special use permit process and the necessary services and facilities could be required at this time. In addition, based upon other senior facilities that have been operating successfully within the City, staff believes there are no immediate reasons to believe that there would be a conversion of the proposed use.

IV. Building Mass and Height:

The approved CDD Concept Plan and the CDD # 9 zoning provisions permit buildings with a building height of 77 feet and up to 120 feet for a limited number of buildings for this portion of Cameron Station. The fact that the height is permitted within the Zoning Ordinance and the CDD concept plan in part led staff in 2000 to determine that the proposal was generally in conformance with the CDD guidelines, even though the remainder of Cameron Station has developed at much lower heights. The building's height steps down as it approaches the street; while the central tower is eleven stories and reaches 120' in height, the two wings (facing Cameron Station Boulevard and Ferdinand Day Drive) are eight stories and 88' in height. In comparison, the existing stacked townhomes on the northern portion of the site are approximately 50 ft. tall. To the west, facing Harold Secord Street, the two wings step down farther in height, to six stories and 64' in height.

The building is sited with its front door facing the terminus of the main portion of Cameron Station Boulevard, with a significant front setback of 80 ft.-140 ft. between the building and the street. The setback is utilized in part for a drop-off and surface parking, but most of the space is devoted to a landscaped plaza, providing a transition between the building and the street. The placement of this, the tallest building, at the prominent location; is consistent with the urban design approach which places significant buildings at the terminus of prominent streets. One benefit of the increased building height in this instance is that less ground-area is occupied by building mass and the current development plan provides all of the required open space (30% of the site) at ground level. This open space is also in a highly visible and accessible area that could otherwise be covered by buildings if a different plan were contemplated.

V. Traffic:

As part of the previous DSUP approval for this site, the traffic study was analyzed based upon the Brookdale proposal for Phase VII. The Department of Transportation and Environmental Services supported the findings of that study and believed that any traffic impacts could be addressed within the staff recommendations as outlined within the Brookdale staff report. T&ES shares concerns similar to those of Planning and Zoning as previously outlined in this report with regard to no known operator currently identified in the development special use permit extension request. Because the applicant has stated that there are no changes to the development plan or operational elements from the original approval, there is not sufficient basis to request a revised traffic study or parking analysis at this time. However, as part of any future development considerations for this site, a revised traffic study and parking analysis will need to be required once a new operator has been identified by the owner as part of a subsequent public hearing process.

VI. Length of Proposed Extension:

With this extension application, the applicant has also requested approval of a 24-month approval period in which to start substantial construction. The Zoning Ordinance currently limits this time period to 18 months. The issue of extending the DSUP approval period is currently being examined by City staff as part of the overall development review process. In some instances, staff believes that 18 months may be a period that should be extended. However, this needs to be done as part of the larger context of the development review process.

In this particular case, an 18-month period has already passed; 6 months has passed since the extension request was filed, and once extended, an additional 18 months would be provided for the applicant. This combines for a period of over 3 ½ years in which the applicant could seek plan approvals, financing and/or sale of the site to a developer and the start of construction activities, which staff believes is more than sufficient to obtain the necessary approvals and financing. Staff does not support a 24-month period for this request, and instead recommends the 18 month approval period required by the Zoning Ordinance or until a senior housing operator is identified whichever is less.

VII. Additional Community Concerns:

Five of the seven phases of Cameron Station have now been constructed and all of the phases are nearly completed. On May 7, 2002, the Planning Commission voted to recommend denial of a proposal for a 309-unit multi-family apartment(Archstone) project on the 5-acre site(phase VI) on the southern portion of the site, the application was deferred prior to the City Council hearing. Cameron Associates, City staff and Cameron Station residents have met in recent months to discuss potential redevelopment options for Phase VI. Many members in the community, including new residents to Cameron Station, believe that final two phases of Cameron Station, (Phase VI and Phase VII), should be reviewed and considered concurrently to ensure that the completion of the remainder of the development proceeds in a unified manner with less chance for uncertainty. At a minimum, many members of the community believe that a concept plan for Phase VI should be finalized so that the community and the City may determine how the impacts of that project, particularly traffic, would affect the completion of Phase VII as originally approved.

The community has also requested that the City and the applicant explore the possibility of a land transfer between the City and Cameron Associates. The proposed land transfer would transfer an amount of land equal to this parcel (2.44 acres) from the western park (Armistead Boothe Park) for development by Cameron Associates, in exchange for this parcel (Phase VII) being dedicated to the City for public park use. This transfer is not possible due to a deed restriction that was the City parkland limiting the use of the land to open space, these deed restrictions are now monitored by the Department of the Interior. In addition, the size and shape and location of the site is not appropriate to accommodate the active recreational uses currently within the Armistead Boothe site.

Conclusion:

The test for review of a development special use permit extension is whether the circumstances, plans or requirements have changed since the initial approval to warrant additional or different conditions or a different recommendation. In this case, staff believes the lack of an identified operator for this facility warrants new conditions as discussed within the staff report. The condition will require subsequent analysis of the parking and type of senior housing through the public hearing process. This approach will also enable the applicant to proceed at his own risk to proceed with the final site plan to begin to obtain the necessary financing and obtain an operator/owner for the proposed facility.

Staff Recommendation:

Staff recommends **approval** of the proposed development site plan extension with the conditions outlined within the staff report.

STAFF:

Eileen P. Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Urban Planner;
Brian Davis, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 7 All utilities serving this site to be underground.
- C- 8 Provide site lighting plan to meet minimum city standards.
- C- 9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C- 10 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-11 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.

Code Enforcement:

- C-1 Applicant must provide Emergency Vehicle Easement on front and back side of building.
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

- C-3 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-4 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- C-5 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-6 A soils report must be submitted with the building permit application.
- C-7 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. See attached guidelines for calculation methodology.
- C-8 This project requires a building permit. Four sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application.
- C-9 This structure contains mixed use groups [M, Mercantile; B, Business; A-3, Assembly; I-1, Institutional; R-2, Residential; S-2, Low-Hazard Storage (public garage, group 2)], and is subject to the mixed use and occupancy requirements of USBC section 313.
- C-10 Required exits, parking, dwelling units and functional spaces within the building shall be accessible for persons with disabilities and must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.
- C-11 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system.
- C-12 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers.

- C-13 Enclosed parking garages must be ventilated in accordance with USBC.
- C-14 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-15 This project shall comply with the Hi-Rise provisions of section 403 and the Institutional provisions of section 409 of the USBC.

Health Department:

- C-1 Permits must be obtained prior to operation.
- C-2 A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of operation.
- C-3 Five sets of plans must be submitted to and approved by the health Department prior to construction. Plans must comply with Alexandria City Code, Title 11, Chapter 11, Swimming pools, Administrative Regulation 20-6, Swimming pools.
- C-4 Submit six sets of plans for a tourist establishment pool
- C-5 Five sets of plans must be submitted to and approved by the health Department prior to construction. Plans must comply with Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 This facility must comply with the Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions
- C-7 Certified Food Managers must be on duty during all hours of operation.
- F-1 An Alexandria Health Department Permit is required for all regulated facilities. Permits are non-transferable

Historic Alexandria (Archaeology):

- F-1 No impact on archaeological resources.

Parks & Recreation (Arborist):

No comments.

Docket Item # 7-A
DEVELOPMENT SPECIAL USE PERMIT #2000-0030
BROOKDALE - CAMERON STATION (Phase VII)

Planning Commission Meeting
March 6, 2001

ISSUE: Consideration of a request for a development special use permit, with site plan, to construct a senior housing and assisted living high-rise facility.

APPLICANT: KG Virginia-CS LLC
by Erika L. Byrd, attorney

LOCATION: 400 Cameron Station Boulevard

ZONE: CDD-9/Coordinated Development District

CITY COUNCIL ACTION, MARCH 17, 2001: City Council approved the Planning Commission recommendation.

PLANNING COMMISSION ACTION, MARCH 6, 2001: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and the staff recommendations, with an amendment to condition #15 and the addition of conditions #46 and #47. The motion carried on a vote of 6 to 0 to 1, Mr. Dunn abstaining.

Reason: The Planning Commission agreed with the staff analysis, except they supported the provision of one freestanding sign for the building. The two new condition, related to improvements in the right-of-way, were added by agreement of the applicant and staff.

Speakers:

Erika Byrd represented the application.

Roland Gonzalez, Cameron Station resident, spoke in support of the application, noting that the current traffic concerns have been addressed although some concerns about potential future traffic issues remain.

Victor Addison, Cameron Station resident, stated that the proposed use was acceptable but that the building was out of scale with the rest of Cameron Station.

Paul Barby, Cameron Station resident, indicated understanding of higher densities at time he purchased into community, but raised concerns about traffic issues.

Dick Walker, Cameron Station resident, spoke in support of the senior housing use.

Danny Weatherall, Cameron Station resident, spoke in support of the senior housing use.

Mike O'Malley, Cameron Station resident, indicated that his builder had not disclosed that higher density development would be located adjacent to him home and raised concerns about traffic impacts.

David Soloman, Cameron Station resident, spoke in support of project.

Frank Camarata, Cameron Station resident, raised concerns about the height of the building.

PLANNING COMMISSION ACTION, FEBRUARY 6, 2001: On a motion by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to defer request. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission was concerned about the number of unresolved issues noted by staff. In addition, the Commission expressed a desire to consider this phase together with the last phase of development, to better assess the impacts of development, including height, density and traffic. Some concern was expressed about the density and height of the proposed building, and about the potential traffic impacts of the final two phases on Cameron Station streets. The Commission asked for a work session on the final two phases of Cameron Station prior to having a hearing on the development applications.

Speakers:

Erika Byrd, attorney for the applicant.

PLANNING COMMISSION ACTION, DECEMBER 5, 2000: The Planning Commission noted the deferral of the request.

Reason: The applicant requested the deferral.

SUMMARY:

The applicant proposes to build a 261 unit, 120' tall elderly housing building on one of the two remaining sites at Cameron Station, Phase VII. The site for the elderly housing is one of the most prominent sites within the development, located in the horse-shoe shaped parcel at the terminus of the main boulevard within the project. The proposed building is entirely consistent with the conceptual plan approved for Cameron Station in 1995 by the city; the conceptual plan provides for increased densities toward the southwestern portion of the tract, with building heights envisioned up to 120 feet.

The applicant has worked extensively with staff on the design of the building and to resolve issues since their initial submission in August 2000. In response to staff concerns about the relationship of the taller building to the lower (typically 40-55') buildings around it, the applicant modified the design of the eleven story building to step-down the height of the building to eight stories to the north and south and seven stories to the west, where the building is adjacent to the new Samuel Tucker School. The applicant has also revised roof types and increased building setbacks to improve the design and the relationship of the building to surrounding development. Staff had recommended to the applicant that the building be set back an additional 5' on the north and south, in order provide more area for landscaping adjacent to the building, further enhancing the softening the relationship of the large building to the street and adjoining residences. The applicant studied this proposal and concluded that it was not feasible to provide additional setbacks without a major redesign of the building, building program and garage, including the loss of parking spaces. Therefore, staff has not included a recommendation for additional setbacks. However, we are recommending, and the applicant has agreed, to eliminate the proposed utilities from the southern portion of the building; this change provides additional space for landscaping between the building and the street on the south side.

Staff has also worked extensively with the applicant on the design of the landscaped plaza in front of the building, which will be at the terminus of the Boulevard to define a space appropriate for this visually important location. Staff has recommended and the applicant has agreed to allow public access to this open space.

The final key issue raised by this application is parking. The Cameron Station concept plan requires that all uses meet the city's zoning ordinance parking requirement, plus provide 15% visitor parking. This project does so, providing 0.5 spaces per unit plus 15% visitor. Staff reviewed this issue extensively, looking at the parking requirements for other Brookdale operations and for other elderly housing development in the city, and we concluded this level of parking should be sufficient. As an additional assurance, a condition of approval permits the director of T&ES to require valet parking within the garage if the director finds parking to be inadequate, either on a daily basis or for special events. This could potentially add 20-30 parking spaces within the lower level parking garage.

DSUP #2000-0030
BROOKDALE - CAMERON STATION

This Planning Commission considered and deferred this application at the February 6, 2001 meeting. Since that time, staff has continued to work with the applicant to resolve outstanding issues. The applicant has refined the design of the plaza, relocated utilities and addressed grading and landscaping issues, and staff has revised a number of proposed conditions (# 7, 8, 9, 11, 21 and 36) to reflect these refinements. The only remaining issue for staff is the proposal to provide a freestanding sign, which we find inconsistent with the urban and unified character of Cameron Station; we support, instead, a building sign.

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STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the lower level parking garage by residents and employees and minimizes the use of on-street parking to the satisfaction of the Directors of P&Z and T&ES. The parking management plan shall be approved prior to the release of the final site plan. The applicant shall provide attendant and/or tandem parking within the lower level parking garage if deemed necessary by the Director of T&ES or P&Z to minimize any adverse impacts upon adjoining streets due to the parking demands of the facility. (P&Z)
2. Any controlled access to the parking garage shall not impede the use of the parking garage by residents, employees or visitors to the satisfaction of the Director of P&Z. Parking spaces shall not be assigned within the garage for employees or individual units. Employee parking shall occur within the lower level parking garage to the greatest extent possible. (P&Z)
3. No fewer than 152 parking spaces shall be provided. A minimum 102 parking spaces shall be provided within the lower level parking garage. Install "Visitor Parking Only" signs for the visitor parking spaces adjacent to the plaza. (P&Z)
4. The width of the one-way drive aisle shall be 20 ft., the surface for the entire front drive aisle and visitor parking adjacent to the plaza shall be decorative brick to the satisfaction of the Director of P&Z. (P&Z)
5. A public ingress/egress easement shall be granted for public vehicular and pedestrian access for Harold Secord Street and the front plaza. All easements and reservations shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)
6. The door for the loading facility shall remain closed except when in use. The color of the door shall match the adjacent wall material and be integrated into the surrounding facade to minimize its presence. (P&Z)
7. The height of the wall for the ingress and egress for the parking garage shall be designed with materials similar to the building such as brick. A large portion of the wall shall be open with high quality fencing/railing. The wall and fence/railing shall be an overall average maximum height of 3.5 ft. above average-finished grade. (P&Z)

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8. Subject to approval from applicable utility companies the transformer and utilities located on the southern portion of the building shall be relocated to the western portion of the site as generally depicted within Attachment No.1. The area previously occupied by the transformer , generator etc. shall be converted to open space, with landscaping and street trees In the event the applicable utility companies do not permit relocation of the utilities to the western portion of the site, all utilities shall be located within underground vaults in the locations depicted on the preliminary plan. If the applicable utility companies do not permit either option as described above, the applicant shall provide written verification of such denials and located to the satisfaction of the Director of P&Z. (P&Z)
9. The courtyard on the western portion of the property shall be approximately two feet above grade of the adjoining sidewalk on Harold Secord Street. Fencing or walls adjacent to the courtyard shall not exceed a maximum height of 3.5 ft. A large portion of any wall adjacent to the western courtyard shall be open with high quality fencing/railing. (P&Z)
10. A detail of all fences, walls and railings shall be provided with the final site plan. (P&Z)
11. The height of the plaza shall be a maximum 1-3 feet above the height of the adjoining sidewalks on Ferdinand Day Drive and Cameron Station Boulevard and the eastern portion of the plaza shall be constructed to appear as an open plaza to the satisfaction of the Director of P&Z. (P&Z)
12. The grading on the northern and southern portion of the site shall be a maximum twenty-five percent (25%) slope. (P&Z)
13. The parking garage vents shall be located and be of a size and type to minimize the impact on open space and visibility from adjoining streets to the satisfaction of the Director of P&Z. (P&Z)
14. Provide a minimum 8 ft. wide brick sidewalk adjacent to Cameron Station Boulevard and Ferdinand Day Drive, excluding encroachments such as bay windows, stoops, etc. Light poles shall not be located on the sidewalk whenever alternative locations exist. Provide a minimum 5 ft. wide brick sidewalk adjacent to Harold Secord Street. Align and connect proposed sidewalks along Ferdinand Drive and Cameron Station Boulevard with existing sidewalks at West End Elementary School. All sidewalks on the exterior and interior of the site shall be brick and shall meet City standards. (P&Z) (T&ES)
15. Freestanding signs other than traffic/directional signs and one site entrance sign not to exceed sixteen square feet in area shall be prohibited. Signage shall be limited to the minimum necessary to identify the building and shall be limited to one side of the building

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- to the satisfaction of the Director of P&Z. (P&Z) (PC)
16. The final design of the building shall, at a minimum be generally equivalent in materials, quality and detail to the illustrative rendering and elevation drawings submitted with the preliminary plan including:
 - a. Precast concrete on all lower levels, with masonry on all remaining portions of each facade.
 - b. Variations in brick color.
 - c. Vinyl clad windows with precast concrete lintels.
 - d. Decorative metal railings.
 - e. Decorative brick coursing.
 - f. Fiber cement shingle roof.
 - g. Standing seam metal roof.
 - h. Metal balustrade. (P&Z)
 17. The entry feature surrounding the Porte Cochere shall be increased in scale to be a more appropriate proportion for the size and mass of the building, including the use of additional architectural elements. (P&Z)
 18. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in the loss of parking, open space or an increase in building height or floor area ratio. (P&Z)
 19. A temporary structure for construction or sales personnel shall be permitted and the period of such structures shall be subject to the approval of the Director of P&Z. The trailer shall be removed prior to the issuance of the certificate of occupancy permit. (P&Z)
 20. Provision of nursing home services or an increase in the number of assisted living units by more than (10) shall require a subsequent special use permit with all applicable approvals. (P&Z)
 21. Locate all underground utilities and utility structures under proposed streets or away from proposed landscaped areas to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and P&Z. (P&Z)
 22. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)
 23. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval

of the building permit by the Departments of P&Z and T&ES. (P&Z)

24. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the plan shall provide: (P&Z)
 - a. A sculpture or water feature within the plaza to provide a focal element that is an appropriate size for the space of the plaza.
 - b. Street trees shall be a minimum 4" caliper along Cameron Station Boulevard and Ferdinand Day Drive no more than 35 ft. on center. Street trees such as Red Maple shall be provided adjacent to Harold Secord Street that comply with the minimum spacing and size requirements of the landscape guidelines.
 - c. An automatic sprinkler system for all landscaping and open space within the project site.
 - d. Landscaping to screen the underground vault adjacent to Cameron Station Boulevard.
 - e. Additional amenities such as special paving surfaces, materials, benches, trash receptacles etc. shall be provided within the front plaza and rear courtyard to encourage their use.
 - f. A row of trees (ex. London Plane) adjacent to the front drive aisle.
 - g. Ornamental trees or planting adjacent to the entrance of the building.
 - h. A trellis or similar structure within the rear courtyard adjacent to the building or centrally located structure to provide a gathering area for residents and guests. (P&Z)
 - i. All materials specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1). (P&Z)
25. As trees mature they are to be limbed up to a minimum of 6 feet. Do not plant trees under or near light poles. (Police)
26. Place underground utilities and utility structures under proposed streets or away from proposed landscaped areas to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and the City Arborist. (P&Z)
27. The character, location and type of such street furnishings on the final site plan (including but not limited to: benches, lights, trash receptacles, bike racks) and signs or sign systems. Streetscape and site furnishings shall be consistent with that approved and provided in other Phases of Cameron Station. (P&Z)

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28. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened to the satisfaction of the Director of P&Z. (P&Z)
29. The applicant shall be permitted to make minor adjustments to lot lines and/or building foot prints to accommodate the final design of buildings, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
30. The applicant shall attach a copy of the released final development plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the released final development plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
31. The applicant shall submit a final "as-built" plan for this phase prior to applying for certificate of occupancy permit for any of the last five dwelling units in this phase. (P&Z)
32. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards. (T&ES)
33. All site and building mounted light fixtures shall be shielded to direct light downward and eliminate glare. (P&Z)
34. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES)
35. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. Provide brick pavers or stamped asphalt pedestrian crossings across all on-site entrances on Ferdinand Day Drive and Cameron Station Boulevard. (T&ES)
36. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
37. Maximum distance between sanitary manholes shall be 300 feet. (T&ES)

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38. Prior to the release of the final site plan, provide a Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
39. The developer or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Cameron Station site including previous environmental conditions and about the on-going remediation to the satisfaction of the Directors of T&ES and P&Z. (Health)
40. Provide a menu or list of foods to be handled at the facility to the Health Department. Certified food managers shall be on duty during all hours of operation. (Health)
41. Only gas fireplaces are permitted to reduce air pollution and odors. (Health)
42. The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the homes and condominium building. This is to be completed prior to the commencement of construction. (Police)
43. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding security and locking hardware of the proposed building or construction trailers. This is to be completed prior to the beginning of construction. (Police)
44. Garage areas for the parking garage should have controlled access. Walls and ceilings of the parking garage shall be painted white. If the on-site security staff is provided when the buildings and garage are occupied emergency buttons shall be provided. If the site is not going to be staffed with security personnel when buildings and garages are occupied then emergency buttons are not recommended. (Police)
45. The applicant shall provide a contribution of \$0.50/gross square foot of building to the City's Housing Trust Fund, with a credit given to the Developer for the net cost of relocating Carpenter's Shelter and the Food Bank (net cost = total cost - value to developer of the land freed for development). Alternatively, at least 10% of the housing constructed shall be affordable, subject to the following provisions:
 - a. the developer shall provide 10% of the total units as affordable set-aside units for households with incomes not exceeding the Virginia Housing Development Authority (VHDA) income guidelines through purchase price discounts, if necessary. Sales prices must not exceed the maximum sales prices under VHDA's Single Family First Mortgage Program. Some of the units shall be affordable to households with

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incomes at or below the limit for two or fewer persons.

- b. Whatever incentives are offered to any potential home buyers will also be offered to households that meet VHDA income guidelines;
- c. Long-term affordability shall be provided either through deed restrictions or by repayment by the purchaser to the City of an amount equal to the reduction in sales prices, as determined by the City Manager;
- d. These units must be affordable to and sold to households that meet the VHDA income guidelines.

If some portion of the 10% units are provided, the applicant shall contribute a prorated share of the \$.50 per gross square foot amount to the Housing Trust Fund (with the developer given the Carpenter's Shelter and Food Bank credit). (Office of Housing) (P&Z)

46. The applicant shall contribute 10,000 to a fund that shall be established and maintained by the city to implement traffic calming mechanisms within Cameron Station. This contribution shall be made to the City within two months of approval of this application by the City Council. (PC)
47. Provide and install conduit for future traffic and pedestrian signal at intersection of Cameron Station Boulevard and Harold Secord Drive, to the satisfaction of the Director of T&ES. (PC)

Special use permits and modifications requested by the applicant and recommended by staff:

1. Special use permit for a CDD preliminary development plan to construct a senior housing and assisted living facility.

Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of

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granting of a special use permit by City Council or the special use permit shall become void.

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BACKGROUND:

The applicant, Brookdale, Inc., is requesting approval of a development special use permit with site plan to construct a 261-unit senior housing/assisted living facility within Cameron Station. Based upon the number and size of the units, there will be approximately 300 residents. The proposed development (Phase VII) will occupy a 2.4 acre site located just east of the new Samuel Tucker Elementary School, within the area bounded by Cameron Station Boulevard to the north, Harold Secord Drive to the west, and Ferdinand Day Drive to the south. An amendment to the Cameron Station Transportation Management Plan to incorporate this phase of development into the TMP program for Cameron Station, is being processed concurrently with this development application (SUP200-84).

The proposed development is one of the two final phases of development at Cameron Station. The other final phase (VI), is located just south of the proposed elderly housing building and is proposed to be developed by Archstone for four-story apartment buildings. The Archstone proposal is currently being reviewed and processed by staff and is expected to be docketed for public hearing by the Planning Commission and City Council in March 2001.

CAMERON STATION DEVELOPMENT SUMMARY							
Phase	Approved					Proposed	TOTAL
	I	II	III	IV	V	VII	
Land Area (Acres)	20.52	24.02	14.11	11.52	11.80	2.44	84.41
Total Number of Units	341	541	317	214	191	261	1,865
Single Family	15	6	0	0	11	0	32
Townhouse	169	153	207	178	120	0	827
Back/Back Townhouse	4	54	0	36	0	0	94
Stacked Townhouse	40	52	0	0	60	0	152
Multifamily	113	276	110	0	0	0	499
Multifamily/Elderly	0	0	0	0	0	261	261
Density (Units/Acre)	16.62	22.52	22.47	18.58	16.19	107.0	22.09
Gross Floor Area (Square Feet)	819,914	910,513	777,817	648,311	451,700	388,700	3,178,774
Net Floor Area (Square Feet)	726,978	799,658	684,237	583,480	406,530	369,300	3,570,183
Floor Area Ratio	0.81	0.87	1.27	1.29	0.77	3.66	.97
Open Space (Acres & Percent)	6.0 (29.2%)	6.98 (29%)	3.94 (27.9%)	2.31 (20%)	3.42 (29.9%)	0.85 (35%)	23.5 (27.8)

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Proposed Development:

The applicant proposes to construct a 261-unit senior housing facility that will be comprised of independent senior housing and assisted living units; the applicant is not proposing nursing home units or services. The U-shaped building will be oriented towards Cameron Station Boulevard and will be located above a single level of subsurface structured parking. The entrance to the lower level parking garage will be via a one-way entrance drive aisle from Cameron Station Boulevard that will provide access to a one-way radial entrance to the parking structure. The exit for the parking garage also will be served by the one-way drive aisle. The majority of the parking spaces (67%) are provided within the lower level parking garage, 12 surface spaces are also proposed adjacent to the plaza, 16 parallel are on-street spaces and 22 spaces are adjacent to Harold Second Street.

The central portion of the building will be eleven levels and will step down to eight levels at the northern and southern portions of the building. The main entrance to the building is located on the eastern portion of the building, which will also include an approximately 14,000 sq.ft. plaza. All of the proposed open space (35%) will be at ground level. In addition two 1,000 sq.ft. roof-top terraces are proposed that are not included within the open space calculations.

The average size of the units will vary based upon whether the units are assisted living or independent senior housing:

	Assisted Living	Independent Living
Studio	400 sq.ft.	450 sq.ft.
One-Bedroom	525 sq.ft.	750 sq.ft.
Two-bedroom	NA	1,150 sq.ft.

The facility will be comprised of approximately 80% independent living and 20% assisted living rental units. The average monthly rent will range from approximately \$2,000 - \$4,000/month based upon the size and level of service provided for each unit. The average age of resident within the 23 Brookdale facilities nationwide is 75-80. According to the applicant the facility will provide a shuttle service, indoor pool, library, health club facilities and dining facilities for the use of residents.

Zoning

The subject property is zoned CDD#9/Coordinated Development District. Development on the site is governed by a concept plan for Cameron Station approved by the City. A summary of the zoning characteristics of the proposed development is provided in the table below:

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HALLMARK @CAMERON STATION		
Property Address:	400 Cameron Station Boulevard	
Total Site Area:	106,165 sq.ft.(2.44 Ac.)	
Zone:	CDD/Coordinated Development District # 9	
Current Use:	Vacant	
Proposed Use:	Multi-Family (Senior Housing and Assisted Living)	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	N/A	388,700 gross square feet 369,300 net square feet
FAR	N/A	3.47
No. of Dwellings	2,510 total - 1,604 phases I-IV - <u>65</u> (estimated school credit) 841 remaining	261 proposed
Density	27 du/acre (overall)	22.09 du/acre (overall) 107 du/acre (Phase VII)
Height	120 feet.	120 feet
Open Space	no specific requirement in ordinance, but 20%-30% proposed and required in earlier phases	35% (0.85 acres)
Parking	131 spaces (.5 sp/ unit) Plus 15% (20 spaces) visitor parking required by concept plan approval)	131 21 visitor spaces proposed
	Total 151 spaces	152 spaces

STAFF ANALYSIS:

Staff is supportive of the overall concept and design of the project and believe the proposed use is an appropriate one for the property and is consistent with the approved concept plan for Cameron Station. Staff has worked with the applicant over the last several months to refine the design of the building and to address parking, transportation and streetscape issues, as discussed in more detail below.

Building Location, Height, Massing and Design

The design of this building is of particular importance because, at 120 feet, it will be the tallest building within Cameron Station and because it is sited at one of the most visually prominent sites within Cameron Station, at the terminus of the main portion of Cameron Station Boulevard, within the “horseshoe” formed by the intersection of Cameron Station Boulevard and Ferdinand Day Drive.

Staff supports the placement of this, the tallest building, at the prominent location; the siting is consistent with an urban design approach which places significant buildings at the terminus of prominent streets. Staff believes the building’s mass, setbacks, plaza, and landscaping have been successfully designed as interrelated elements that create a sense of spatial and locational hierarchy, providing an appropriate focal element for this prominent location and effectively transitioning to the lower scale buildings in the remainder of the development.

The building is sited with its front door facing the terminus of the main portion of Cameron Station Boulevard, with a significant front setback of 80 ft.-140 ft. between the building and the street. The setback is utilized in part for a drop-off and surface parking, but most of the space is devoted to a landscaped plaza, providing a transition between the building and the street.

The building’s height steps down as it approaches the street; while the central tower is eleven stories and reaches almost 120' in height, the two wings (facing Cameron Station Boulevard and Ferdinand Day Drive) are eight stories and only 88' in height. To the west, facing Harold Secord Street, the two wings step down farther in height, to six stories and 64' in height. This transitioning of heights within the building, along with a series of offsets in the building walls, create a transition in mass and scale to the smaller scale residences and elementary school across the streets from the development.

One additional change staff is recommending to improve the transition is to relocate the generator, transformer and utilities that are proposed for the southern portion of the building. The relocation of the utilities will enable additional open space and landscaping and elimination of an 8 ft. tall screening wall that will be prominently visible from the adjoining street. Staff is recommending that

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utilities be relocated to the lower level parking garage in order to provide additional open space and landscaping, including trees, to soften the mass of the building and improve the transition to the street and surrounding development.

Staff believes the building details are also well designed. The facades of the building will be brick with a precast concrete base and will incorporate materials and elements utilized throughout Cameron Station such as a hipped roof. The penthouses have been carefully designed to provide additional architectural interest to the roof line.

The facade which faces Harold Secord Street and the side of Samuel Tucker School contains an interior courtyard and large collective area of open space for the use of the residents. This portion of the building will also include the proposed loading dock. Staff is recommending that the door provide a similar appearance as the facade and remain closed when not in use.

Parking

The zoning ordinance requires .5 sp./ unit (131 spaces) and the CDD concept plan for Cameron Station requires an additional 15% (20 spaces) visitor parking for this development, for a total parking requirement of 151 spaces. The applicant proposes to provide 152 spaces, meeting the zoning ordinance and concept plan requirements.

Staff believes the proposed level of parking will be adequate for the proposed use. According to the applicant, approximately 25% of the senior housing units will own cars and residents of the assisted living units do not typically own cars. If 25% of the senior housing units (excluding the assisted living units) own cars, a total of 53 parking spaces will be occupied by residents. The applicant has stated that approximately 30 employees (first shift) will be the maximum number of employees on the site at one time. Therefore, based upon the data supplied by the applicant, approximately 83 parking spaces will be occupied by residents and employees, which would result in 69 spaces available for visitors, special events and functions, 16 of which are parallel street parking that may not be available at all times. Brookdale has indicated that, typically, no more than 15 visitor parking spaces are utilized at one time on the site, except during special events or holidays such as mother's day. The parking ratio required by the zoning ordinance is similar to the parking provided within other Brookdale facilities.

<u>Location</u>	<u>Pkg. Ratio/Unit</u>	<u>Max % Occupied(Weekday)</u>	<u>Max%Occupied(Weekend)</u>
Lisle, Illinois	.585	69% (.403/unit)	52%
Des Plaines, Illinois	.701	47% (.329/unit)	45%
Vernon Hills, Illinois	.739	65% (.480/unit)	58%
Hoffman, Illinois	.432	69% (.298/unit)	46%
Cameron Station	.578	NA	NA

Staff believes that the amount of parking provided is sufficient to meet the demands of the use, except perhaps on special occasions where the number of visitors will be exceptional. For these special occasions, it is possible to provide attended parking and to stack the vehicles of residents, employees and/or visitors in the garage. Staff estimates that 20-30 additional cars could be accommodated within the garage if attended parking were utilized. It would also be possible to utilize attended/stacked parking on an everyday basis, if for some reason the number of cars owned by residents increased beyond the level typically found at this type of facility. This could happen, for instance, if the population of this facility was younger than other facilities; although the average age of residents in a Brookdale facility nationwide is 75 to 80, the facility does accept residents as young as 62.

Staff has recommended the following conditions to assure that the parking supply is adequate:

- Providing tandem parking within the lower level parking garage during peak demands, special events etc. or when deemed necessary by the Director of Transportation and Environmental Services and Planning and Zoning.
- Parking spaces shall not be assigned or sold with units.
- Provision of a handicap accessible van service for the transportation needs of residents and to pick-up/drop-off employees from metro-rail (condition of TMP).

Brookdale is proposing a handicap accessible bus/shuttle service to provide transportation for residents and employees. The proposed shuttle will provide for the daily transportation needs of the residents such as recreational activities, shopping, medical appointments etc. However, the applicant will not contribute to the existing Cameron Station shuttle. Staff supports the provision of a separate shuttle as further outlined within the TMP(SUP# 2000-30) staff report. In addition, staff is recommending the shuttle provide transportation to and from the metro during peak a.m. and p.m. hours.

Streetscape

A premise of Cameron Station has been to develop a pedestrian-oriented, neo-traditional community. Given the likely pedestrian activity of surrounding uses such as the school, townhomes, possible multi-family use (Phase VI) and the presence of the plaza, the sidewalks adjacent to the proposed development will function as important pedestrian pathways. The proposed 5 ft. width of the sidewalks while sufficient for many lower density residential areas within Cameron Station, is insufficient for the expected volume of pedestrians and school students. Therefore, staff is recommending an 8 ft. wide brick sidewalk along the building adjacent to Cameron Station and Ferdinand Day Drive.

Open Space

The proposed project provides 35% (37,188 sq. ft.) of open space, more than any other phase in Cameron Station. The proposed open space plaza will be an important focal element for the development and for Cameron Station and will likely function as a gathering area for residents of Cameron Station; the applicant has agreed that the plaza in front of the building will be accessible to the general public, not just to residents of Brookdale. The applicant is also proposing amenities for the residents such as an indoor pool, club room, billiard room, computer room, coffee shop, exercise room, barber shop and coffee shop.

Proposed Use

Although the applicant is currently not proposing nursing home units or services, the staffing, resources and parking demands of such uses are dramatically different than the impacts of independent senior housing and assisted living. Therefore staff is recommending that a condition of approval be that any subsequent nursing home units or services shall require a special use permit and all applicable approvals.

Staff Recommendation

Staff recommends **approval** of the proposed development special use permit application subject to all conditions outlined within the staff report. The conditions outlined within the staff report should enable the proposed use to be an appropriately scaled urban site that will be compatible with the existing Cameron Station development.

STAFF:

Eileen P. Fogarty, Director, Department of Planning and Zoning ;
Kimberley Johnson, Chief, Development;
Jeffrey Farner, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

- C-1. Bond for the public improvements must be posted prior to release of the plan.
- C-2. All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3. The sewer tap fee must be paid prior to release of the plan.
- C-4. All easements and/or dedications must be recorded prior to release of the plan.
- C-5. Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6. All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7. All utilities serving this site to be underground.
- C-8. Provide site lighting plan.
- C-9. Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10. Provide a phased erosion and sediment control plan consistent with grading and construction.

Code Enforcement:

- C-1 Applicant must provide Emergency Vehicle Easement on front and back side of building.
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

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- C-3 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-4 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- C-5 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-6 A soils report must be submitted with the building permit application.
- C-7 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. See attached guidelines for calculation methodology.
- C-8 This project requires a building permit. Four sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application.
- C-9 This structure contains mixed use groups [M, Mercantile; B, Business; A-3, Assembly; I-1, Institutional; R-2, Residential; S-2, Low-Hazard Storage (public garage, group 2)], and is subject to the mixed use and occupancy requirements of USBC section 313.
- C-10 Required exits, parking, dwelling units and functional spaces within the building shall be accessible for persons with disabilities and must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.
- C-11 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system.

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- C-12 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers.
- C-13 Enclosed parking garages must be ventilated in accordance with USBC.
- C-14 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-15 This project shall comply with the Hi-Rise provisions of section 403 and the Institutional provisions of section 409 of the USBC.

Health Department:

- C-1. All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, which permits construction activities to occur between the following hours: Monday through Friday from 7 am to 6 pm and Saturdays from 9 am to 6 pm. No construction activities are permitted on Sundays. Pile driving is further restricted to the following hours: Monday through Friday from 9 am to 6 pm and Saturdays from 10 am to 4 pm.
- C-2. Five sets of plans shall be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food establishments. There is a \$135.00 fee for plan review of food facilities.
- C-3. This facility shall comply with the Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions.

Police Department:

- F-1 No lighting diagram was included in the blueprints.

(The following recommendations related to lighting have not been included as conditions; rather, staff has recommended that the applicant prepare a lighting plan to the satisfaction of the Director of T&ES in consultation with the police, which will likely result in lower lighting levels than those desired by the Police. Also, the remaining recommendations have not been included as conditions because of their adverse effect on the site design.)

- R-3 Parking lots, sidewalk, trails, and all common areas on the property are to be a minimum 2.0 foot candle minimum maintained. **(Not recommended by P&Z)**
- R-6 Low growing plants and shrubbery should not exceed 3 feet in height when they have reached maturity. **(Not recommended by P&Z)**
- R-8. Residents should have assigned parking spaces in the garage. The numbers should not correspond with their unit number. **(Not recommended by P&Z)**

Historic Alexandria (Archaeology):

- F-1 Archaeology has been completed.

Parks & Recreation (Arborist):

No comments received from this Department.

Sanitation Authority:

No comments received.

VAWC:

No comment.

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0025

PROJECT NAME: **Phase VII Cameron Station**

PROPERTY LOCATION: **Phase VII Cameron Station 400 CAMERON STATION BLVD.**

TAX MAP REFERENCE: **68.01 02 04** ZONE: **CCD-9 (Cameron Station)**

APPLICANT Name: **Cameron Associates, L.L.C. a Virginia limited liability company**
Address: **8614 Westwood Center River, Suite 900 Vienna, VA 22182**

PROPERTY OWNER Name: **Cameron Associates, L.L.C. a Virginia limited liability company**
Address: **8614 Westwood Center River, Suite 900 Vienna, VA 22182**

SUMMARY OF PROPOSAL **Extension of the approval of Development Special Use Permit 2000-0030 to construct senior housing and assisted living high-rise facility for twenty-four (24) months.**

MODIFICATIONS REQUESTED: **None**

SUP's REQUESTED: **Development Special Use Permit with Site Plan for approval of CDD Preliminary Development Plan to construct a senior housing and assisted living facility.**

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.



Duncan W. Blair
Print Name of Applicant or Agent
Email: dblair@landclark.com
524 King Street
Mailing/Street Address

Signature

(703) 836-1000 (703) 549-3335
Telephone # Fax #

Alexandria, Virginia 22314 September 5, 2002
City and State Zip Code Date

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

Application Received: 9-6-02 Received Plans for Completeness: _____
Fee Paid & Date: \$1,000.- 9-6-02 Received Plans for Preliminary: _____
Legal Advertisement: _____ Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development Special Use Permit with Site Plan (DSUP) # 2002-0025

All applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is the (check one) Owner Contract Purchaser
 Lessee or Other: _____

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

Cameron Associates, L.L.C. is a Virginia limited liability company. The members of Cameron Associates, L.L.C. owning an interest in excess of a ten (10%) partnership interest are: Starwood Cameron III, L.L.C. a Delaware limited liability company, and Farallon Cameron, L.L.C. a Delaware limited liability company. SDC V, Inc. a Connecticut corporation is the manager of Cameron Associates, L.L.C.

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- Yes. Provide proof of current City business license
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

Development Special Use Permit with Site Plan (DSUP) # 2002-0025

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary)

Cameron Associates, L.L.C., a Virginia limited liability company (the "Applicant") is requesting a twenty-four (24) month extension of the approval of Development Special Use Permit 2000-0030 to construct a 261 unit senior housing and assisted living facility in Phase VII Cameron Station (the "Property").

DSUP 2000-0030 was approved by the Alexandria City Council on March 17, 2001, since that time the senior housing market has gone through considerable change, as a result, the original business transaction between the original DSUP applicant and the Applicant has not been consummated. The Applicant is committed to a senior housing and assisted living project on Phase VII Cameron Station and is aggressively pursuing and marketing the DSUP 2000-0030 development plan.

The Applicants have filed a final Development Plan for the project which is currently under review by the City of Alexandria.

Development Special Use Permit with Site Plan (DSUP) # 2002-0025

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

No change from DSUP #2000-0030.

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

No change from DSUP #2000-0030.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
-----	-------	-----	-------

No change from DSUP #2000-0030.

6. Describe any potential noise emanating from the proposed use:

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.

No change from DSUP #2000-0030.

- B. How will the noise from patrons be controlled?

No change from DSUP #2000-0030.

7. Describe any potential odors emanating from the proposed use and plans to control them:

No change from DSUP #2000-0030.

8. Provide information regarding trash and litter generated by the use:

- A. What type of trash and garbage will be generated by the use?

No change from DSUP #2000-0030.

- B. How much trash and garbage will be generated by the use?

No change from DSUP #2000-0030.

- C. How often will trash be collected?

No change from DSUP #2000-0030.

- D. How will you prevent littering on the property, streets and nearby properties?

No change from DSUP #2000-0030.

Development Special Use Permit with Site Plan (DSUP) # 2002-0025

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

11. What methods are proposed to ensure the safety of residents, employees and patrons?

No change from DSUP #2000-0030.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes. No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

No change from DSUP #2000-0030

B. How many parking spaces of each type are provided for the proposed use:

No change from DSUP #2000-0030

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Development Special Use Permit with Site Plan (DSUP) # 2002-0025

- C. Where is required parking located? (check one) on-site off-site.

If the required parking will be located off-site, where will it be located:

No change from DSUP #2000-0030.

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? **No change from DSUP #2000-0030.**

- B. How many loading spaces are available for the use? **No change from DSUP #2000-0030.**

- C. Where are off-street loading facilities located? **No change from DSUP #2000-0030.**

- D. During what hours of the day do you expect loading/unloading operations to occur?

No change from DSUP #2000-0030.

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

No change from DSUP #2000-0030.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

No change from DSUP #2000-0030.

#12.
DSup 2002-0025
Cameron Station



Murphy2M@ncr.disa.
mil

To: Barbara Ross@Alex
Subject: Cameron Station VII Development--Please Vote NO!

03/03/2003 03:53 PM

> I am a new resident in Cameron Station. I love it here, but am concerned
> about Greenvest's proposal for a senior living high rise building. My
> concerns are threefold, in rank-order of importance:
> > 1. Tucker School. This is a beautiful, newly constructed elementary
> school. What a pity that a senior high rise will be located adjacent next
> to this school. I would think that this land would be better suited for
> single family homes that can take advantage of the school's proximity.
> > 2. Property Valuation. A high rise would absolutely negate the aesthetics
> of this community! As a result, property values of this wonderful place
> would decrease, thus affecting the property taxes.
> > 3. Congestion. Adding a high rise will increase the volume of traffic in
> the area. There are many families with children and pets. God bless
> them, but seniors are not the best of drivers. Additionally, an increase
> in the volume of traffic carries the potential for an unsafe environment.
> > Thank you for taking the time to read my concerns. I hope that you will
> take them into consideration when the Planning Commission places their
> vote.
> > Respectfully,
> Michael J. Murphy
> > Michael J. Murphy
> LTC, US Army
> Chief, DSCS Branch (OP41)
> Defense Information Systems Agency
> (703) 882-0658
> DSN: (312) 381-0658
> FAX: -2869 STE: -3074 > SIPR: mailto:murphy2m@ncr.disa.smil.mil
> >

#12. DSUP 2002-0025
Cameron Station



gomezbenett@yahoo.com

03/03/2003 01:27 PM

To: hsdunn@ipbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, jlr@cpma.com @ INTERNET, erwagner@comcast.net
@ INTERNET

Subject: Docket Item #12 - Brookdale at Cameron Station

To Planning Commission

Please consider this proposal for an SUP extension very thoroughly and carefully. There is little reason to believe that the plans you approved two years ago will ever be built. I understand that there is no market for this kind of senior housing and that is why investors are unwilling to put money behind it. I see no reason for optimism in the foreseeable future. A plan for a different use, one that would be viable, and one that is compatible with the established community around it would be welcome.

The Staff Report offers some protections for the community to keep this project from migrating into something different than what was planned and approved. These protections are necessary and I urge you to adopt them if you believe that an extension is warranted. I would also urge you to state that the applicant is not likely to be approved for any additional extensions.

Anita G. Gomez-Bennett

5022B Barbour Drive _____

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#12. DSUP 2002-0025
Cameron station



profazer@earthlink.net

t

03/03/2003 09:15 AM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
Komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@comcast.net @ INTERNET, Barbara Ross@Alex
Subject: Cameron Station Senior Living High Rise Building

Dear Planning Commission Members:

I am writing because my husband and I will be unable to attend the Planning Commission meeting scheduled for Tuesday, March 4. We wanted to share our concerns with you regarding the plans for the senior living high rise building that is proposed for Cameron Station, just east of Tucker School.

We believe that, at this time, the Planning Commission should deny the extension request. In our view, there are a number of questions that must be answered before an accurate analysis can be made to determine the project's impact and compatibility with the community. Moreover, the circumstances within the community are very different than they were when the project was initially approved a couple of years ago.

To our knowledge the following questions do not yet have answers: Who will be the owner/operator? What services will be provided? What type of senior residence is planned (in terms of age and service to be provided)? etc. As I understand it, the previous approval (a couple of years ago) was based on a full appreciation of the operation and the operator. The current request is much more theoretical and, in my view, does not provide enough information on which to make an informed decision.

As Cameron Station residents who live near the proposed site, my husband and I also continue to be concerned by the traffic flow and sufficiency of the parking for residents of the proposed building. Given the proposed senior living facility and the neighboring complex (previously known as the Archstone project), this will become the most densely populated section of Cameron Station. Unfortunately, there are currently only two ways to access this section -- via Cameron Station Boulevard and Ferdinand Day Drive. We worry that, with the population density and limited access, traffic will become congested. Moreover, we remain concerned about the adequacy of proposed parking. Presumably, the age of the residents in the senior living facility might impact the question of parking congestion (i.e. younger residents in their fifties are more likely to have cars than residents in their seventies or eighties). However, without knowing the age requirement for the facility, we cannot accurately assess the impact on parking. Whatever the age, parking on the street should not be an option.

Finally, we remain concerned about the height of the building. One of the charms of Cameron Station is the aesthetic appeal of the architecture. Current building heights and rooflines are varied, but within a relatively narrow range of heights. The community is inviting and feels like a neighborhood, much like Old Town, as it was intended. A high rise building (especially if higher than six or seven levels) would greatly detract from the consistency and charm of the community.

Thank you.

Ashley Profazer

#12. DSUP 2002-0025
Cameron station



knahigian@yahoo.com
03/02/2003 09:19 PM

To: keith@nahigianstrategies.com @ INTERNET, hsdunn@pbtax.com @ INTERNET, fossum@rand.org @ INTERNET, ludgaines@aol.com @ INTERNET, komorosj@nasd.com @ INTERNET, richleibach@aol.com @ INTERNET, robinsonjl@aol.com @ INTERNET, erwagner@comcast.net @ INTERNET, Barbara Ross@Alex

Subject: Re: Cameron Station

Dear Planning Commission Members: It takes nothing more than common sense for an objective individual to evaluate the proposed Phase VII project and conclude that it is grossly unfit for construction in Cameron Station. I respectfully request that you see the project for what it is, which is a convenient way for Greenvest to capitalize on a piece of property that does not have the necessary parking that would be required for a large residential building. Thus, so as to avoid having to provide sufficient parking, Greenvest has convinced you that it is sincere in fulfilling what it repeatedly relies on as the "vision of Cameron Station" by building a "senior residential" project. This project is simply too large and fails to fall in line with the overall appearance and theme of the community. I strongly urge you to oppose the renewal of Greenvest's SUP and either move to accept a project that accentuates rather than blemishes Cameron Station, or purchase the land and make it open space for Alexandria residents to congregate and let their children play. My brother, Keith, is absolutely correct in his attached e-mail. The Brookdale project as currently proposed is a project that will make or break the appeal of Cameron Station. It crowds Tucker Elementary School, it creates traffic and parking problems, it looms over the community from the West end blocking sunlight during the afternoon, and, if nothing else, it is just plain ugly. Greenvest has had difficulty securing financing for this project because there is little demand for such senior residential space. Should you renew Greenvest's SUP, Greenvest will do whatever it can to build this project and hit the road. Make no mistake about it, Greenvest does not care about the fact that such a senior facility will fail to attract residents. Greenvest will be long gone when this facility will need to be converted into ordinary residential housing. Greenvest won't care one bit about the fact that it left you with a parking nightmare. I hope that you find it within yourselves to do the right thing and deny renewal of Greenvest's SUP. Ken Nahigian
5068 Minda Court
703-567-0210

... Keith Nahigian <keith@nahigianstrategies.com>
wrote:

> Dear Members of the Planning Commission, > > I am writing to voice my strong opposition to

the

- > renewal of the SUP previously granted to Greenvest
- > to build a senior-living facility on Phase VII of
- > Cameron Station. While the residents of Cameron
- > Station do not oppose structures that blend into the
- > rest of the community, the proposed Brookdale
- > project is simply the wrong building for that
- > particular piece of land. It is my understanding
- > that the City Staff has recommended that Greenvest's
- > SUP be renewed with various conditions. I am
- > writing to encourage you to disagree with Staff and
- > deny the SUP outright. The SUP was issued when the
- > vast majority of residents were not here. Much has
- > changed, and I am hopeful that you will agree that a
- > new start is NEEDED. >> It is abundantly clear to me that Greenvest is doing
- > everything in its power to squeeze every last dime
- > out of Cameron Station. I would be surprised if
- > even Greenvest wouldn't privately admit that this
- > structure is not compatible with Cameron Station. > In a community that already struggles for
- adequate
- > parking, the construction of a facility for senior
- > residents that lacks a current market is problematic
- > to say the least. Should no such market arise upon
- > completion, Cameron Station will be left with a
- > building that towers over our community with
- > woefully inadequate parking. >> My brother, Ken, plans to speak before you during
- > your Tuesday meeting. He will be there on behalf of
- > common sense. His points will include, among
- > others, that fact that this building will completely
- > eclipse the sun on the West end of Cameron Station
- > in the early afternoon, and his concerns of parking.
- > I echo all of his points. >> I ask you not to cast a shadow on this community. > It is a
- wonderful place to live and I respectfully
- > request that you work to maintain its quality. >> Thank you for your attention to this matter. >
- > I would hope that you would be as diligent with this
- > horrendous project as you were for our gazebo. >> Keith Nahigian
- > Nahigian Strategies, LLC
- > 5068 Minda Court
- > Alexandria, VA 22304
- > w- 703/567-6996
- > c- 703/622-4494

> _____
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#12. DSUP 2002-0025
Cameron station



preeyanoronha@hotmail.com

03/03/2003 03:18 PM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @ INTERNET, ludgaines@aol.com @ INTERNET, Komorosj@nasd.com @ INTERNET, richleibach@aol.com @ INTERNET, robinsonjl@aol.com @ INTERNET, erwagner@comcast.net @ INTERNET, Barbara Ross@Alex
Subject: Cameron Station Phase VII development

Dear Planning Commissioner,

I am writing to express my intense opposition to an extension of time for Greenvest Developers to construct a senior living high rise building in Cameron Station. I reside very near to the location of this proposed building, and strongly believe that it would drastically change the landscape and appeal of our neighborhood. Such a tall structure would be an unsightly giant amidst the small townhomes and elementary school that surround it. Moreover, the increase in traffic would cause unnecessary congestion and noise in our peaceful neighborhood, as well as add parking problems to the ones we already face, even with an underground garage. The visitors and employees of a senior center, unlike the residents of Cameron Station, have little incentive to take the extra personal effort that we do to make sure that the neighborhood is clean, safe and quiet. All of these concerns are magnified by the fact that there isn't even an owner-operator of the proposed center yet.

I support leaving the Phase VII area as an open park/plaza, or building additional townhomes on the property. Cameron Station should remain a residential neighborhood, and not be home to a large, commercial structure.

Thank you for your attention to this matter.

Preeya M. Noronha
371 Cameron Station Blvd.
(202) 514-3338 (office)

=====
Preeya M. Noronha
preeyanoronha@hotmail.com

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City of Alexandria, Virginia

DEPARTMENT OF PLANNING AND ZONING

301 King Street, Room 2100
P. O. Box 178
Alexandria, Virginia 22313
(703) 838-4666
FAX (703) 838-6393

#12. DSUP 2002-0025
CAMERON STATION



DATE: MARCH 4, 2003
TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION
FROM: EILEEN P. FOGARTY, DIRECTOR, PLANNING AND ZONING
SUBJECT: DSUP #2002-00025, Docket item #12
Cameron Station, Phase VII (former Brookdale Site)

During the production of the original staff report, staff inadvertently transposed two numbers in Condition #1-C. The condition should read as follows:

Condition #1-C: A maximum ratio of approximately one ~~10~~ employees for every ten ~~one~~ residents shall be maintained unless otherwise governed by state and/or federal requirements.

cc: Duncan Blair, Applicant's Representative

12.
DSUP 2002-0025
Cameron Station



Captoms@aol.com

To: Barbara Ross@Alex

03/04/2003 12:05 PM

Subject: Brookdale

Dear Ms Ross, I wanted to let you know how much I appreciate all the hard work that the planning commission has done to make sure that Cameron Station was a nice community to live in and not just another housing development. I also wanted to share with you my concern that the Brookdale development lacks the thoughtful planning and attention to detail that the planning commission has worked so hard to make other developers provide. I am not convinced that the current plan offers the appropriate level of parking for the occupancy rate nor do I think the structure is in keeping with the overall style of the community. I urge you and your fellow board members to disapprove the extension on this construction project. I think it is very important that a new pplan be developed that offers sufficient parking and is not quite so inappropriately tall. Thank you. Sincerely, Donna Shahbaz

#12.
DSUP 2002-0025
Cameron station



**Mark.Morehouse@mai
l.house.gov**

03/04/2003 12:05 PM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@comcast.net @ INTERNET, Barbara Ross@Alex
Subject: Cameron Station Phase VII

To: Planning Commission

CC: City Council
Joe Bennett, Cameron Station Civic Association

From: Mark & Kathy Morehouse
5006 John Ticer Dr
Alexandria, VA 22304

Date: 4 March 2003

Re: Cameron Station Phase VII

We are unable to attend this evening's public hearing but would like to make our views known to you regarding the proposal to construct a high rise building in the lot to the east of Tucker School in Cameron Station. Although we support the idea of a senior living facility, we are adamantly opposed to a structure of the size being proposed. A building of the height proposed would totally overwhelm the surrounding neighborhood and be incongruous with the Cameron Station community. We feel any structure should be limited to approximately six stories tall. We are also very concerned about that a large facility will create untenable traffic conditions that endanger children attending Tucker School, as well as parking congestion.

Consequently, we request the Planning Commission and the City Council deny the application for extension of a Special Use Permit.

Thank you for considering our views.

Mark & Kathy Morehouse

#12.
DSUP 2002-0025
Cameron Station

Dear Commissioner Ross,

I am writing to voice my opposition to the SUP application submitted by Greenvest for the Phase VII development site in Cameron Station. Unfortunately, I will not be able to attend the meeting this evening. My home is located one block from the future building site at 5235 Bessley Place.

I was not against the senior assisted living facility that was planned to be built in the "horseshoe" area of Cameron Station. However, an eleven story building inhabited by senior citizens would have offered many unique benefits that far outweighed the negative of its height. For example, senior citizens often drive less and are home more (an advantage for both crime and stability in the community). A twelve story building with unknown occupants and an unknown use is a very different scenario. What is the special use permit for? What are the traffic implications? The parking arrangements? Would it be renters or owners?

Greenvest has not provided, nor can they at this time, answers to these serious questions that would greatly affect my street, my neighborhood, and the elementary school. The "use" for which Greenvest originally sought and was granted its SUP -- a senior assisted living facility -- is no longer viable. A two-year limit is in effect in order to prevent the very situation that is now before the Board. Greenvest can renew its request for a special use permit once Greenvest has located a developer and is able to define its reasons for submitting a special use permit application. This will enable Greenvest and residents of Cameron Station, such as myself, to work with Greenvest in developing the site.

For the above reasons, I strongly urge the Commissioners not to grant Greenvest carte blanche to develop this pivotal piece of property at this time.

Thank you for all the time and hard work you have invested in developing Cameron Station into a wonderful place to live.

Respectfully,

Shannon M. Bloodworth

703-567-8220

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#12. DSUP 2002-0025
Cameron station



knahigian@yahoo.com
03/02/2003 09:19 PM

To: keith@nahigianstrategies.com @ INTERNET, hsdunn@pbtax.com @ INTERNET, fossum@rand.org @ INTERNET, ludgaines@aol.com @ INTERNET, komorosj@nasd.com @ INTERNET, richleibach@aol.com @ INTERNET, robinsonjl@aol.com @ INTERNET, erwagner@comcast.net @ INTERNET, Barbara Ross@Alex
Subject: Re: Cameron Station

Dear Planning Commission Members: It takes nothing more than common sense for an objective individual to evaluate the proposed Phase VII project and conclude that it is grossly unfit for construction in Cameron Station. I respectfully request that you see the project for what it is, which is a convenient way for Greenvest to capitalize on a piece of property that does not have the necessary parking that would be required for a large residential building. Thus, so as to avoid having to provide sufficient parking, Greenvest has convinced you that it is sincere in fulfilling what it repeatedly relies on as the "vision of Cameron Station" by building a "senior residential" project. This project is simply too large and fails to fall in line with the overall appearance and theme of the community. I strongly urge you to oppose the renewal of Greenvest's SUP and either move to accept a project that accentuates rather than blemishes Cameron Station, or purchase the land and make it open space for Alexandria residents to congregate and let their children play. My brother, Keith, is absolutely correct in his attached e-mail. The Brookdale project as currently proposed is a project that will make or break the appeal of Cameron Station. It crowds Tucker Elementary School, it creates traffic and parking problems, it looms over the community from the West end blocking sunlight during the afternoon, and, if nothing else, it is just plain ugly. Greenvest has had difficulty securing financing for this project because there is little demand for such senior residential space. Should you renew Greenvest's SUP, Greenvest will do whatever it can to build this project and hit the road. Make no mistake about it, Greenvest does not care about the fact that such a senior facility will fail to attract residents. Greenvest will be long gone when this facility will need to be converted into ordinary residential housing. Greenvest won't care one bit about the fact that it left you with a parking nightmare. I hope that you find it within yourselves to do the right thing and deny renewal of Greenvest's SUP. Ken Nahigian
5068 Minda Court
703-567-0210

... Keith Nahigian <keith@nahigianstrategies.com>
wrote:
> Dear Members of the Planning Commission, > > I am writing to voice my strong opposition to

the

- > renewal of the SUP previously granted to Greenvest
- > to build a senior-living facility on Phase VII of
- > Cameron Station. While the residents of Cameron
- > Station do not oppose structures that blend into the
- > rest of the community, the proposed Brookdale
- > project is simply the wrong building for that
- > particular piece of land. It is my understanding
- > that the City Staff has recommended that Greenvest's
- > SUP be renewed with various conditions. I am
- > writing to encourage you to disagree with Staff and
- > deny the SUP outright. The SUP was issued when the
- > vast majority of residents were not here. Much has
- > changed, and I am hopeful that you will agree that a
- > new start is NEEDED. >> It is abundantly clear to me that Greenvest is doing
- > everything in its power to squeeze every last dime
- > out of Cameron Station. I would be surprised if
- > even Greenvest wouldn't privately admit that this
- > structure is not compatible with Cameron Station. > In a community that already struggles for
- adequate
- > parking, the construction of a facility for senior
- > residents that lacks a current market is problematic
- > to say the least. Should no such market arise upon
- > completion, Cameron Station will be left with a
- > building that towers over our community with
- > woefully inadequate parking. >> My brother, Ken, plans to speak before you during
- > your Tuesday meeting. He will be there on behalf of
- > common sense. His points will include, among
- > others, that fact that this building will completely
- > eclipse the sun on the West end of Cameron Station
- > in the early afternoon, and his concerns of parking.
- > I echo all of his points. >> I ask you not to cast a shadow on this community. > It is a
- wonderful place to live and I respectfully
- > request that you work to maintain its quality. >> Thank you for your attention to this matter. >
- > I would hope that you would be as diligent with this
- > horrendous project as you were for our gazebo. >> Keith Nahigian
- > Nahigian Strategies, LLC
- > 5068 Minda Court
- > Alexandria, VA 22304
- > w- 703/567-6996
- > c- 703/622-4494

> _____
Do you Yahoo!?

Yahoo! Tax Center - forms, calculators, tips, more
<http://taxes.yahoo.com/>

#12. DSUP 2002-0025
Cameron station



jb900@yahoo.com

03/02/2003 10:07 PM

To: hsdunn@ipbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@comcast.net @ INTERNET
Subject: BROOKDALE - CAMERON STATION (Phase VII) - Docket Item #12

Dear Commissioners:

The Staff Report amply explains the problems inherent in extending the SUP for this project. The project was originally designed and approved for a highly specialized use, one where the owner/operator, the operation, the market segment, the services provided, and the community impacts were clearly identified and understood. This is no longer the case.

There is no owner/operator (contract purchaser) who is the applicant. The developer is the applicant and intends to "shop" the plans around in search of someone to build and operate the building. This is essentially a request for a building, not for a specific use and user. Thus there is no way to assess community impacts of the operation and services, because there are none specified on which to base realistic analyses.

Staff also points out the inadequacy of parking if the services and operations change even slightly from the plan approved two years ago, and presents some comparative data that seems to suggest, in retrospect, it may have been inadequate then.

We are back to the point we were over two years ago. The remaining two phases (VI and VII) are vacant. Archstone went by the boards (thankfully) in phase VI and Brookdale was unable to secure financing for phase VII because of weak demand for new building in its niche of the senior residential market. In the interim, the remainder of Cameron Station has progressed. We now have three times the number of residents, the areas adjacent to VI and VII are filled in, and there is more reliable experience regarding traffic and parking. A good case can be made at this time, we think, for planning these two vacant phases in tandem, taking into consideration the realities of today and the developer's expectations of a reasonable return. However, the developer has not responded favorably to this idea and wants to proceed with this non-viable phase VII project and a separate plan for phase VI.

In short, we believe the preferred resolution of the current dilemma is to deny the extension and to start over again with a different plan, hopefully one that incorporates VI and VII together. However, we understand that there may be circumstances mitigating against an outright denial. If so, we believe Staff's recommendations for added conditions to protect the community and City are reasonable, prudent and necessary, and we support them.

We will testify at the March 4 hearing.

Sincerely,

Joseph S. Bennett, President
Cameron Station Civic Association, Inc. _____
Do you Yahoo!?
Yahoo! Tax Center - forms, calculators, tips, more
<http://taxes.yahoo.com/>

12. DSUP 2002 - 0025
Cameron station



keith@nahigianstrategies.com

03/02/2003 02:41 PM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @ INTERNET, ludgaines@aol.com @ INTERNET, komorosj@nasd.com @ INTERNET, richleibach@aol.com @ INTERNET, robinsonjl@aol.com @ INTERNET, erwagner@comcast.net @ INTERNET, Barbara Ross@Alex

Subject: Cameron Station

Dear Members of the Planning Commission, I am writing to voice my strong opposition to the renewal of the SUP previously granted to Greenvest to build a senior-living facility on Phase VII of Cameron Station. While the residents of Cameron Station do not oppose structures that blend into the rest of the community, the proposed Brookdale project is simply the wrong building for that particular piece of land. It is my understanding that the City Staff has recommended that Greenvest's SUP be renewed with various conditions. I am writing to encourage you to disagree with Staff and deny the SUP outright. The SUP was issued when the vast majority of residents were not here. Much has changed, and I am hopeful that you will agree that a new start is NEEDED. It is abundantly clear to me that Greenvest is doing everything in its power to squeeze every last dime out of Cameron Station. I would be surprised if even Greenvest wouldn't privately admit that this structure is not compatible with Cameron Station. In a community that already struggles for adequate parking, the construction of a facility for senior residents that lacks a current market is problematic to say the least. Should no such market arise upon completion, Cameron Station will be left with a building that towers over our community with woefully inadequate parking. My brother, Ken, plans to speak before you during your Tuesday meeting. He will be there on behalf of common sense. His points will include, among others, that fact that this building will completely eclipse the sun on the West end of Cameron Station in the early afternoon, and his concerns of parking. I echo all of his points. I ask you not to cast a shadow on this community. It is a wonderful place to live and I respectfully request that you work to maintain its quality. Thank you for your attention to this matter. I would hope that you would be as diligent with this horrendous project as you were for our gazebo. Keith Nahigian
Nahigian Strategies, LLC
5068 Minda Court
Alexandria, VA 22304
w- 703/567-6996
c- 703/622-4494

#12. DSup 2002-0025
Cameron station



profaizer@earthlink.net

t

03/03/2003 09:15 AM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
Komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@comcast.net @ INTERNET, Barbara Ross@Alex
Subject: Cameron Station Senior Living High Rise Building

Dear Planning Commission Members:

I am writing because my husband and I will be unable to attend the Planning Commission meeting scheduled for Tuesday, March 4. We wanted to share our concerns with you regarding the plans for the senior living high rise building that is proposed for Cameron Station, just east of Tucker School.

We believe that, at this time, the Planning Commission should deny the extension request. In our view, there are a number of questions that must be answered before an accurate analysis can be made to determine the project's impact and compatibility with the community. Moreover, the circumstances within the community are very different than they were when the project was initially approved a couple of years ago.

To our knowledge the following questions do not yet have answers: Who will be the owner/operator? What services will be provided? What type of senior residence is planned (in terms of age and service to be provided)? etc. As I understand it, the previous approval (a couple of years ago) was based on a full appreciation of the operation and the operator. The current request is much more theoretical and, in my view, does not provide enough information on which to make an informed decision.

As Cameron Station residents who live near the proposed site, my husband and I also continue to be concerned by the traffic flow and sufficiency of the parking for residents of the proposed building. Given the proposed senior living facility and the neighboring complex (previously known as the Archstone project), this will become the most densely populated section of Cameron Station. Unfortunately, there are currently only two ways to access this section -- via Cameron Station Boulevard and Ferdinand Day Drive. We worry that, with the population density and limited access, traffic will become congested. Moreover, we remain concerned about the adequacy of proposed parking. Presumably, the age of the residents in the senior living facility might impact the question of parking congestion (i.e. younger residents in their fifties are more likely to have cars than residents in their seventies or eighties). However, without knowing the age requirement for the facility, we cannot accurately assess the impact on parking. Whatever the age, parking on the street should not be an option.

Finally, we remain concerned about the height of the building. One of the charms of Cameron Station is the aesthetic appeal of the architecture. Current building heights and rooflines are varied, but within a relatively narrow range of heights. The community is inviting and feels like a neighborhood, much like Old Town, as it was intended. A high rise building (especially if higher than six or seven levels) would greatly detract from the consistency and charm of the community.

Thank you.

Ashley Profzaizer

12. DSUP 2002-0025
Cameron station



keith@nahigianstrategies.com

03/02/2003 02:41 PM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @ INTERNET, ludgaines@aol.com @ INTERNET, komorosj@nasd.com @ INTERNET, richleibach@aol.com @ INTERNET, robinsonjl@aol.com @ INTERNET, erwagner@comcast.net @ INTERNET, Barbara Ross@Alex

Subject: Cameron Station

Dear Members of the Planning Commission, I am writing to voice my strong opposition to the renewal of the SUP previously granted to Greenvest to build a senior-living facility on Phase VII of Cameron Station. While the residents of Cameron Station do not oppose structures that blend into the rest of the community, the proposed Brookdale project is simply the wrong building for that particular piece of land. It is my understanding that the City Staff has recommended that Greenvest's SUP be renewed with various conditions. I am writing to encourage you to disagree with Staff and deny the SUP outright. The SUP was issued when the vast majority of residents were not here. Much has changed, and I am hopeful that you will agree that a new start is NEEDED. It is abundantly clear to me that Greenvest is doing everything in its power to squeeze every last dime out of Cameron Station. I would be surprised if even Greenvest wouldn't privately admit that this structure is not compatible with Cameron Station. In a community that already struggles for adequate parking, the construction of a facility for senior residents that lacks a current market is problematic to say the least. Should no such market arise upon completion, Cameron Station will be left with a building that towers over our community with woefully inadequate parking. My brother, Ken, plans to speak before you during your Tuesday meeting. He will be there on behalf of common sense. His points will include, among others, that fact that this building will completely eclipse the sun on the West end of Cameron Station in the early afternoon, and his concerns of parking. I echo all of his points. I ask you not to cast a shadow on this community. It is a wonderful place to live and I respectfully request that you work to maintain its quality. Thank you for your attention to this matter. I would hope that you would be as diligent with this horrendous project as you were for our gazebo. Keith Nahigian
Nahigian Strategies, LLC
5068 Minda Court
Alexandria, VA 22304
w. 703/567-6996
c. 703/622-4494

#12. DSUP 2002-0025
Cameron Station



MicheleChE@aol.com

02/27/2003 08:00 AM

To: Barbara Ross@Alex
Subject: Stop Brookdale Phase VII

Dear Planning Commissioners,

We are writing to express our strong desire to prevent a 120 foot high rise building in the "horseshoe" area of Cameron Station, just east of Tucker School. The most compelling argument against this proposal is that parking is inadequate and unrealistic based on recent surveys of comparable facilities in Alexandria. The building is way too tall and bulky for the neighborhood. It will be an EYESORE!!! This will seriously detract from our quality of life, and is not what we were presented with when we were marketed our property.

Please do everything you can to keep our community livable.

Sincerely,
Dr. Costas Coulaloglou
Michele Coulaloglou
Christopher Coulaloglou
5233 Brawner Place
Alexandria, VA 22304

#12. DSUP 2002-0025
Cameron Station



dverdon@comcast.net
03/01/2003 04:51 PM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.com @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosk@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, erwagner@comcast.net @ INTERNET, Barbara
Ross@Alex
Subject: Greenvest Application for 12-Story Senior Living Highrise in
Cameron Station

Dear Planning Commission:

Please deny Greenvest's application to construct a 12-story senior living highrise in the Cameron Station development adjacent to Tucker Elementary School for the following reasons:

1. A 12-story highrise is architecturally, aesthetically and functionally incompatible with the Cameron Station community.
2. It will cause significant parking and traffic problems for Cameron Station residents trying to exit the site on Edsall Road.
3. There is no current market for such a project.
4. There is no identified owner/operator; this would be a speculative development in a depressed economy.
5. The addition of this building on the proposed site will compromise property values of Cameron Station residents and contribute virtually nothing positive to the community or the city.

Thank you for your consideration.

Dorothy J. Verdon
351 Livermore Lane
Alexandria, VA 22304

#12. DSUP 2002-0025
Cameron Station



jrocchio2@comcast.net

t

03/01/2003 10:17 AM

To: Barbara Ross@Alex, erwagner@comcast.net @ INTERNET,
robinsonjl@aol.com @ INTERNET, richleibach@aol.com @
INTERNET, komorosj@nasd.com @ INTERNET,
ludgaines@aol.com @ INTERNET, fossum@rand.org @
INTERNET, hsdunn@pbtax.com @ INTERNET

Subject: Don't isolate seniors and children; integrate seniors with Tucker ES
and CS community

Dear Planning Commission Members:

I respectfully submit my comments for your consideration at the upcoming hearing about a senior living high rise in Cameron Station, near Tucker Elementary School. My oldest daughter will begin kindergarten at Tucker Elementary this year and I am enthusiastic about the possibility of having a senior living facility on "campus". I hope it will encourage highly beneficial integrated programs for seniors and children. However, I believe the structure of a high rise outweighs the benefits an integrated senior community can bring.

If you ever spend time on the Tucker Elementary playground when school is not in session, especially alone with small children, you will notice that you are very isolated which increases opportunities for vandalism and crime. If you isolate the school even further behind a high rise building, I believe it turns an already questionably safe environment into a totally isolated and unsafe environment. Whether or not the senior community is a high rise, I hope you will consider the benefits of entrances with the heaviest foot traffic - and therefore extra eyes on our children - facing towards the school.

While it is a lesser concern for me, I do share the view that a high rise does not match the plans and architecture of the rest of the Cameron Station community. I believe this could create animosity between the senior community and current residents and could, albeit unfairly, deter residents from integrating programs for the senior community into the overall community.

I welcome a senior community, but I welcome one that is integrated instead of isolated. I welcome integrating seniors with children, but implore you not to make an architectural choice that further isolates young children.

Thank you,
Julie Rocchio
703-824-8763
jrocchio2@comcast.net

#12. DSUP 2002-0025
Cameron Station



MicheleChE@aol.com
02/27/2003 07:48 AM

To: hsdunn@pbtax.com fossum@rand.org ludgaines@aol.com
komorosj@nasd.com richleibach@aol.com robinsonjl@aol.com
erwagner@comcast.net @ INTERNET, Barbara Ross@Alex
Subject: Fwd: Stop Brookdale (Phase VII)

Return-path: <MicheleChE@aol.com>
From: MicheleChE@aol.com
Full-name: MicheleChE
Message-ID: <1c8.5cc8890.2b8f62c1@aol.com>
Date: Thu, 27 Feb 2003 07:46:57 EST
Subject: Stop Brookdale (Phase VII)
To: hsdunn@pbtax.com; fossum@rand.org; ludgaines@aol.com; komorosj@nasd.com;
richleibach@aol.com; robinsonjl@aol.com; erwagner@comcast.net;
barbara.ross@ci.alexandria.va.us
CC: CSCivicAssn@cs.com
MIME-Version: 1.0
Content-Type: multipart/alternative; boundary="part2_b8.3a91f73c.2b8f62c1_boundary"
X-Mailer: 8.0 for Windows sub 230
Dear Planning Commissioners,

We are writing to express our strong desire to prevent a 120 foot high rise building in the "horseshoe" area of Cameron Station, just east of Tucker School. The most compelling argument against this proposal is that parking is inadequate and unrealistic based on recent surveys of comparable facilities in Alexandria. The building is way too tall and bulky for the neighborhood. It will be an EYESORE!!! This real seriously detract from our quality of life, and is not what we were presented with when we were marketed our property. Please do everything you can to keep our community livable.

Sincerely,
Dr. Costas Coulaloglou
Michele Coulaloglou
Christopher Coulaloglou
5233 Brawner Place
Alexandria, VA 22304

#12. DSUP 2002-0025
Cameron Station



mmenez1981@alum.k
ellogg.nwu.edu

02/26/2003 07:18 PM

To: hsdunn@pbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@comcast.com @ INTERNET, Barbara Ross@Alex
Subject: Stop Brookdale!

Alexandria Planning Commission,

I would like to register my objection to extension of the Special Use Permit (SUP) for Phase VII (Brookdale site) of Cameron Station.

Among all the reasons this 120 story building should not be built, two stick in my mind as being paramount: the parking congestion it will create, and the violation of the intended look and feel of our community of townhomes, condos and single family dwellings in the Old Town style. A high rise would wreck the already tenuous parking situation, and Georgian/Adams atmosphere of our community.

I must tell you that personally I'm not at all sure that I'd stay in Cameron Station if this building is constructed. Please don't negate the strongly positive reasons for many of us being here. We will oppose this with all means available to us.

Sincerely,

Martin Menez
4924 Donovan Drive
Alexandria, VA 22304
703-751-3433

#12. DDUF 2002-0000
CAMERON STATION



mdred@attglobal.net

02/26/2003 06:19 PM

To: ludgaines@aol.com @ INTERNET, erwagner@comcast.net @
INTERNET, Barbara Ross@Alex, hsdunn@pbtax.com @
INTERNET
Subject: Brookdale Phase VII

Because I will be out of town on March 4th, I wish to voice my concern about Phase VII. I do believe that this particular parcel of land needs to be developed, but it is not for a high rise building. It would ruin the beauty of Cameron Station. Why not consider a park, additional townhouses or other small dwellings?

Michele Redwine

Cameron Station Resident on Bessley Place (one block from the land site)

11
3-15-03

GREENVEST L.C.

8614 Westwood Center Drive
Suite #900
Vienna, Virginia 22182Tel: (703) 442-8992
Fax: (703) 442-8423

March 10, 2003

Alexandria City Council
301 King Street
Alexandria, VA 22314

Re: Brookdale SUP Extension

Dear Members of City Council:

I am writing to you since I have a longstanding family commitment which prevents me from attending the public hearing on Saturday, March 15th. As you are aware, the SUP extension for the approved senior living project in Phase VII of Cameron Station (Brookdale) is on the agenda for Saturday. I thought I would write since I assume you are hearing from members of the community who oppose the extension of this SUP.

The Brookdale project was approved by both the Planning Commission and the City Council in March of 2001. This project was jointly planned with Phase VI (Archstone) of Cameron Station, as requested by members of the community and the Planning Commission. A work session for both Phases VI and VII was held prior to the approval of this SUP which addressed issues of conformity with the CDD #9 guidelines, traffic, density, architectural conformity, compatibility, mix of housing types, as well as a multitude of planning issues.

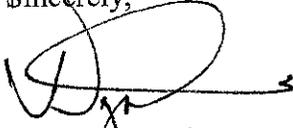
Unfortunately, at the time of approval, Brookdale Living Communities, Inc. restructured their finances with an infusion of private capital. This restructuring had the effect of changing Brookdale from a publicly traded company to a privately held company. The strategy of the new owners did not include new acquisition and development (which the Cameron Station project was, in their minds), but depended upon acquiring existing senior housing projects to bring under the Brookdale flag.

Since that time, Brookdale has remained interested in managing this project as the operator, but would not provide the entire financing required for the project (approximately \$65 million dollars). I have enclosed a letter from Bill Henry, Senior Vice President of Brookdale with this letter confirming their ongoing involvement in the process. Cameron Associates remains committed to bringing this project to fruition as originally proposed. To that end, we have been working with a number of investors and financial institutions to raise the financing necessary. To date we do not have complete financing in place. The continued entitlement and approval of the SUP and processing of the Final Site Plan are absolutely imperative to the continued discussions we are having with these investors and financial institutions.

We respectfully request that City Council approve the SUP extension for another 18 months. Should financing and construction not be realized within that time frame Cameron Associates will submit a new land use proposal for this phase of Cameron Station. It is in everyone's interest to complete this successful project in a timely fashion.

Thank you for your time and attention to this matter.

Sincerely,



Jim Duszynski
Senior Vice President
Cameron Associates, LLC

C: Mayor Kerry Donley (w/enclosure)
Councilman Bill Eulle (w/enclosure)
Councilman Bill Cleveland (w/enclosure)
Councilwoman Del Pepper (w/enclosure)
Councilwoman Joyce Woodson (w/enclosure)
Councilwoman Claire Eberwein (w/enclosure)
Councilman David Speck (w/enclosure)
Duncan Blair, Esq.
file



BROOKDALE

William T. Henry
Vice President of Development
Phone: (312) 977-3794
Fax: (312) 977-3689
E-mail: Rhenry@brookdaleliving.com

February 28, 2003

Mr. Jim Duszynski
Senior Vice President
Greenvest LC
8614 Westwood Center Drive
Suite 900
Vienna, VA 22182

Re: Brookdale at Cameron Station

Dear Jim:

I am writing to confirm our discussions regarding the referenced project. I understand that the SUP extension hearings are scheduled for March 4th and March 15th. I also understand the Final Site Plan has been submitted to the City of Alexandria for second review by staff.

As discussed, the continued processing of the approvals for this site will significantly improve our ability to move forward with financing for this project.

I look forward to talking with you soon.

Sincerely,

William T. Henry
Sr. Vice President of Development

WTH/



<StansburyL@aol.com
>

To: <beverly.jett@ci.alexandria.va.us>
Subject: Feedback for city Council Meeting

03/15/03 07:09 PM

3, 11, 14
3-15-03

SUP for 85 S. Bragg Street

I have to express some concern about placing a school in an area that has been plagued by break ins, assaults and auto thefts. I would ask that a detailed safety review by the police department be performed prior to any approval and a plan of action be put in place prior to adding this use in that area.

SUP for 400 Cameron Station Blvd.

When approving this use I believe that it is critical that the builder/developer provide parking as required. Under no circumstances should there be any approval in a reduction of parking anywhere in Cameron Station.

Public Hearing 425 S. Reynolds Street.

I have no objection to this going forward with the condition that all parking must be contained on the site. No requests for reduction in parking in the future will be accommodated. If necessary the project should be reduced to meet the current standards for parking.

Thank you for your time and understanding.

Larry Stansbury

11
3-15-03



Beverly I Jett
03/13/2003 06:25 AM

To: Barbara L Carter/Alex@Alex
Subject: CAMERON STATION: BROOKDALE Senior apts.

For Saturday's docket.

----- Forwarded by Beverly I Jett/Alex on 03/13/03 06:29 AM -----

----- Forwarded by Barbara Ross/Alex on 03/12/2003 07:03 PM -----



<IFFWILLIS@aol.com>
03/12/2003 12:56 PM

To: <hsdunn@pbtax.com>, <fossum@rand.org>,
<LudGaines@aol.com>, <Komorosj@nasd.com>,
<RichLeibach@aol.com>, <erwagner@comcast.net>,
<barbara.ross@ci.alexandria.va.us>
cc:
Subject: CAMERON STATION: BROOKDALE Senior apts.

Dear Planning Commissioners:

The proposed size of the building overwhelms the surrounding properties - especially Tucker Elementary School.

I question the ability of the one lane streets handling the traffic to and from such a large building.

The number of parking spaces available for staff and tenants is NOT realistic. Street parking is all ready in short supply in Cameron Station - a problem that continues to grow.

I would encourage anyone that has not physically inspected the site recently, to please do so before granting any extensions to the building permit in question.

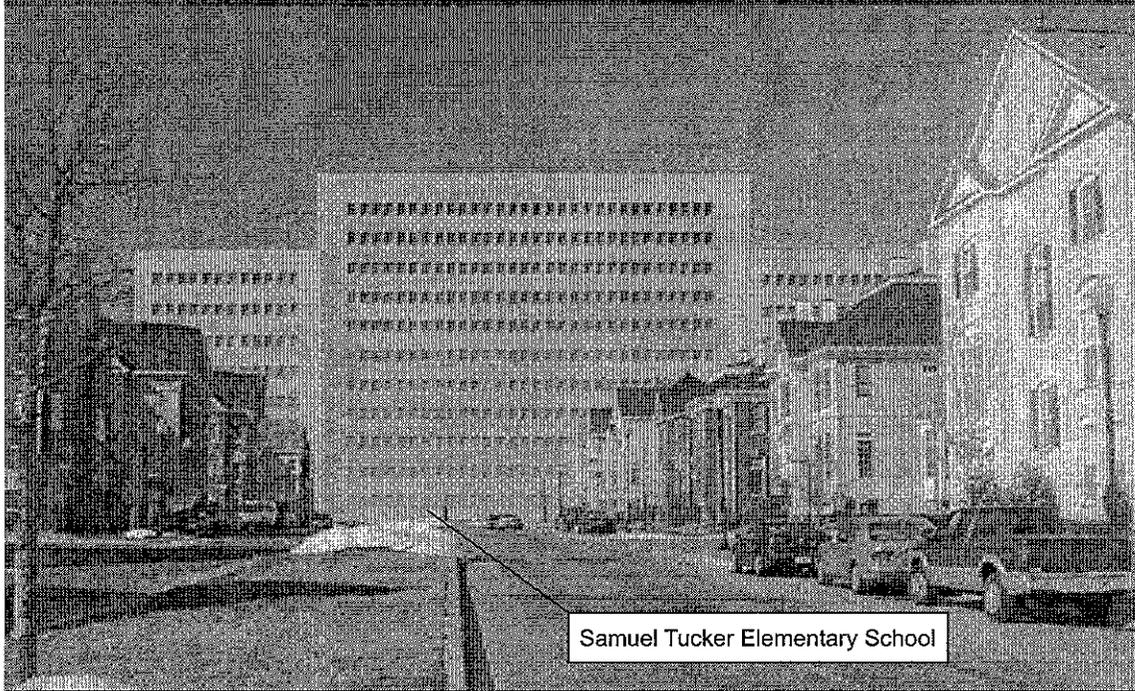
Thank you for your consideration of this matter.

Roger Willis
5009 John Ticer Dr.

11
3-15-03

PUBLIC NOTICE

**IF YOU DO NOT ATTEND
THEY WILL BUILD THIS:**



Samuel Tucker Elementary School

The proposed Senior housing development will feature:

- 370,000 square feet
- No Operator
- No Parking for Employees
- 261 units
- Traffic Nightmare
- 120 Feet tall

Attend the City Council Meeting!

Council Meeting
City Hall
March 15th 9:30 a.m.

Send a message to City Council

Mayor Kerry Donley - mayoralx@aol.com
Councilwoman Eberwien - eberweincouncil@comcast.net
Councilwoman Woodson - council@joycewoodson.net
Councilwoman Del Pepper - delpepper@aol.com

Vice Mayor Bill Cleveland - billclev@comcast.net
Councilman Euille - wmeuille@wdeuille.com
Councilman Speck - dspeck@aol.com

Questions regarding the Campaign Against please e-mail - keithnahigian@yahoo.com

Thank you for your support

11
3-15-03



<beverly.jett@ci.alexandria.va.us>
03/13/03 09:04 AM

To: <beverly.jett@ci.alexandria.va.us>
Subject: CAMERON STATION: BROOKDALE Senior apts.

----- Forwarded by Beverly I Jett/Alex on 03/13/03 01:53 PM -----

----- Forwarded by Barbara Ross/Alex on 03/12/2003 07:03 PM -----

<IFFWILLIS@aol.com>
03/12/2003 12:56 PM

To: <hsdunn@pbtax.com>, <fossum@rand.org>, <LudGaines@aol.com>, <Komorosj@nasd.com>, <RichLeibach@aol.com>, <erwagner@comcast.net>, <barbara.ross@ci.alexandria.va.us>
cc:
Subject: CAMERON STATION: BROOKDALE Senior apts.

Dear Planning Commissioners:

The proposed size of the building overwhelms the surrounding properties - especially Tucker Elementary School.

I question the ability of the one lane streets handling the traffic to and from such a large building.

The number of parking spaces available for staff and tenants is NOT realistic. Street parking is all ready in short supply in Cameron Station - a problem that continues to grow.

I would encourage anyone that has not physically inspected the site recently, to please do so before granting any extensions to the building permit in question.

Thank you for your consideration of this matter.

Roger Willis
5009 John Ticer Dr.



<pacsthompson@aol.com>

03/11/03 06:44 PM
Please respond to
pacsthompson

To: <beverly.jett@ci.alexandria.va.us>
Subject: City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

11
3-15-03

**City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)**

Time: [Tue Mar 11, 2003 18:44:44] IP Address: [152.163.188.228]
Response requested:

First Name: Peter
Last Name: Thompson
Street Address: 407 Cameron Station Blvd.
City: Alexandria
State: VA
Zip: 22304
Email Address: pacsthompson@aol.com
Comments: RE: DSUP 025 - Phase VII - Cameron Station

Dear City Council Members and Mayor Donley,

I am writing this message because my wife and I will be unable to attend the Public hearing meeting scheduled for Saturday, March 15. We wanted to share our concerns with you regarding the plans for the senior living high rise building that is proposed for 400 Cameron Station Blvd, just east of Tucker Elementary School. We are especially apprehensive about this project, as we live directly across the street for the proposed site, i.e.; we live at 407 Cameron Station Blvd.

We, as do a majority of residents within the community, believe, the City Council should deny the applicants extension request. It is our opinion, and we believe opinion of the community as a whole, that that there are a number of questions that must be answered before an accurate analysis can be made to determine the project's impact and compatibility with the community.

We believe the following questions / observations need to be addressed / made:

1. Does city law allow for another party (Greenvest) to request an extension of a previously approved DSUP, if the initial party (Brookdale) has withdrawn its application? If I recall correctly, the initial approval was given on 3/6/2001 under DSUP 2000-030 to Brookdale not Greenvest. It would seem to me that an extension could only be granted to the original applicant. I strongly urge the Council to confirm whether or not and an extension can be granted to this "new" applicant.

2. As the Planning Commission points out, no owner operator has been identified. Again, as we understand it, the Brookdale approval was based on an appreciation of the operation, and the operator of the proposed community. The current Greenvest request is much more speculative in nature and, in our view, does not provide sufficient information on which to make a knowledgeable evaluation.

3. As the Planning Commission also points out, traffic flow and lack of sufficient parking for residents and employees of the proposed building, will be greatly influenced by this project. This project, along with the area to be developed in Phase VI, will adversely affect, what is already quickly becoming a traffic problem within the community.

4. We understand that the original site plan for the community allows for the construction of such a massive complex. We also understand this issue is not necessarily on the table for discussion at this time. However, we contend that a great deal has changed in the Cameron Station Community and re-considerations need to be made regarding the mass of the proposed building. One of the alluring aspects of Cameron Station is the visual appeal of the structural design of its buildings. Current structure heights and rooflines are diverse, but within a relatively limited range of heights. A high rise building would greatly detract from the uniformity and charm of the community.

5. We question whether such a massive structure will afford the greatest opportunity for safety due to the children attending Samuel Tucker Elementary school. We question whether the amount of foot traffic, vehicular traffic, emergency response traffic, etc., that will inevitably come with the project, will adversely affect not only the safety of

the children, but their capacity to learn in such an environment.

6. We are concerned, as should the city be, that property values within Cameron Station will be adversely affect by the development of the proposed Phase VII project. We believe, and I am sure that the Council will agree, that the reliance of the city on the income generated by the personal property taxes assessed against properties located within Cameron Station, is of the utmost importance to stability of the city as a whole. To approve the development of a speculative project that will negatively affect the value of surrounding residences would be fiscally irresponsible.

In summary we urge the Council to deny the extension request of the applicant.

We encourage the city to re-evaluate Phases VI and VII of Cameron Station and consider the development of these areas in conjunction with one another. It is our opinion, and we believe that of the Cameron Station Community, and others, including those on the Planning Commission, that the area in Phase VII of the site plan should be bought by the City and converted into a city garden and/or park. If this is not amicable to the developer, we ask that the city strongly encourage the developer to develop the land with single family or condominium homes, similar to those that exist in the community.

Notwithstanding the remarks made above, if the Council finds that they will approve the applicants extension request, I strongly urge the Council it reiterate and make it make it perfectly clear to the applicant that construction on this project CAN NOT begin prior to a public hearing regarding the identification of an owner/operator and that said owner/operator will in no manner change the plan for which approval was previously given.

Thank you for your consideration of my opinions regarding this very important issue.

Respectfully,

Peter Thompson
407 Cameron Station Blvd.
Alexandria, VA 22304



"Daniel J. Reilly, Jr."
<dreilly33@comcast.net>

To: "city council" <mayoralx@ci.alexandria.va.us>
Subject: Brookdale Project @ Cameron Station

03/15/03 09:29 AM

11
3-15-03

Dear City Council,

We are writing you to express our strong opposition to the Brookdale project that has been proposed for the Cameron Station Community.

Having moved into the neighborhood back in June of 2002, one thing that drew us to the community was it's beautiful appearance, reminiscent of Old Towne. By building a monstrous senior care facility in the middle of the community, the appearance of the community will be permanently damaged! The appearance of the proposed building makes absolutely no sense, but more importantly the plans for this facility were not well thought out. There is already a "big" problem regarding parking for the residents of Cameron Station. Imagine if this facility gets built, the parking problem will triple! Also, this is a quite residential community. That will all change once ambulances come roaring down the streets at all hours of the day and night to transport the elderly back and forth to the hospital. I might be able to understand this project if it's scope was along the lines of the Sunrise assisted living facility a mile down the road on Duke St. However, the plans are for a gigantic brick institution that would dominate the entire community!

Please vote against this project, there is no logical reason why this should come to fruition. Why not build more townhouses and keep the community a true community?

Thanks for your time. Also, any member of the city council who votes in favor of this facility will not get our vote!!!

Sincerely,

Dan & Heather Reilly
491 Cameron Station Blvd.

11

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0025

PROJECT NAME: **Phase VII Cameron Station**

PROPERTY LOCATION: Phase VII Cameron Station 400 CAMERON STATION BLVD.

TAX MAP REFERENCE: 68.01 02 04 ZONE: CCD-9 (Cameron Station)

APPLICANT Name: **Cameron Associates, L.L.C. a Virginia limited liability company**
Address: **8614 Westwood Center River, Suite 900 Vienna, VA 22182**

PROPERTY OWNER Name: **Cameron Associates, L.L.C. a Virginia limited liability company**
Address: **8614 Westwood Center River, Suite 900 Vienna, VA 22182**

SUMMARY OF PROPOSAL **Extension of the approval of Development Special Use Permit 2000-0030 to construct senior housing and assisted living high-rise facility for twenty-four (24) months.**

MODIFICATIONS REQUESTED: **None**

SUP's REQUESTED: **Development Special Use Permit with Site Plan for approval of CDD Preliminary Development Plan to construct a senior housing and assisted living facility.**

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.



Duncan W. Blair
Print Name of Applicant or Agent
Email: **dblair@landclark.com**
524 King Street
Mailing/Street Address

Signature
(703) 836-1000 **(703) 549-3335**
Telephone # Fax #

Alexandria, Virginia 22314 **September 5, 2002**
City and State Zip Code Date

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====
Application Received: **9-6-02** Received Plans for Completeness: _____
Fee Paid & Date: \$ **1,000.-** **9-6-02** Received Plans for Preliminary: _____
Legal Advertisement: _____ Property Placard: _____

ACTION - PLANNING COMMISSION: **03/04/03** **RECOMMEND APPROVAL** **4-3**

ACTION - CITY COUNCIL: **3/15/03PH--See attached.**

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REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

9. SPECIAL USE PERMIT #2002-0118
1004 MADISON ST
Public Hearing and Consideration of a request for a special use permit for a restaurant and for an off-street parking reduction; zoned CSL/Commercial Service Low. Applicant: James Lee.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

10. SPOT BLIGHT ABATEMENT PROGRAM
SBA Case #2002-0001
408-410 E GLEBE RD / 3006 JEFFERSON DAVIS HY
Public Hearing and Consideration of designation of property as blighted and consideration of proposed work plan to abate blighted conditions. Staff: City of Alexandria, Code Enforcement, by Art D. Dahlberg, Director.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the recommendation of the Planning Commission, as modified by the City Attorney in his memorandum dated March 14, 2003, with respect to condition no. 4 of the staff recommendation.

Council Action: _____

11. DEVELOPMENT SPECIAL USE PERMIT #2002-0025
400 CAMERON STATION BLVD
CAMERON STATION - Phase VII (BROOKDALE)
Public Hearing and Consideration of a request for a development special use permit extension for construction of a senior housing and assisted-living high-rise facility; zoned CDD-9/Coordinated Development District. Applicant: Cameron Associates, LLC, by Duncan W. Blair, attorney.

COMMISSION ACTION: Recommend Approval 4-3

Councilman Speck would like to have some discussion, prior to his departure from Council, on the issue of disclosure and try to come up with ways to keep people better informed about the history and foundation of decisions that take place during the development process.

City Council denied the development special use permit extension.

Council Action: _____

SPEAKER'S FORM

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.

11
3-15-03

DOCKET ITEM NO. 11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: DONALD W. BLAIR
2. ADDRESS: 524 KISTY ST.
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? CAMPBELL ASSOCIATES
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
ATTORNEY
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES NO

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.